

APPENDIX M

*DRAFT EIS COMMENTS AND RESPONSES
TO COMMENTS*

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M.1 INTRODUCTION

This appendix contains a list of 332 substantive comment submissions received concerning the Draft Environmental Impact Statement (EIS) during the 67-day comment period (August 21, 2020 through October 27, 2020) and the responses to those comments.

Following this introduction, **Section M.2** provides a list of commenters grouped by agencies, organizations, and the general public. Within the groupings, commenters are organized in alphabetical order.

Section M.3 contains topical responses to issues that were raised by multiple commenters. The topical responses are intended to provide a comprehensive overview of the issue and are supplementary to the responses to specific comments contained in **Section M.4**.

Section M.4 contains copies of comments received during the comment period and responses to those comments. Commenters provided these comments in oral, written, and electronic formats. FAA solicited comments through public notices and collected comments orally at the virtual public hearing held on Thursday, September 24, 2020; in writing via U.S. mail comment submissions, and electronically at the bobhopeairporteis.com website. Each written comment is presented as it was received by the FAA and any misspellings have not been corrected. Each written comment is numbered in the margin of the comment letter, website submission, or the comments taken from the virtual public hearing, and the responses to all of the comments follow that comment letter, website submission, or comments taken from the virtual public hearing. Following each comment submission, responses to each of the comments is provided.

M.2 LIST OF COMMENTERS

Table M.2-1 below provides an indexed list of all commenters. The table is separated by agencies, organizations, and members of the public. Codes were developed that consist of a letter and a number to identify each commenter to facilitate the cataloging of all comments that were received. The letter identifies the type of commenter as follows:

A = Agency (Federal, State, Regional, or Local)

O = Organization

P = Public

The number that follows the letter identifies the specific comment letter, website comment, email comment, or oral comment. For example, the code "P-37" describes the commenter as being the 37th member of the public who provided comments.

**TABLE M.2-1
COMMENTERS ON DRAFT EIS**

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
Agency				
A-1	LaDonna DiCamillo	California High Speed Rail Authority	Oct 27, 2020	U.S. Mail
A-2	Michael Feuer and Paul Krekorian	City of Los Angeles	Sep 11, 2020	U.S. Mail
A-3	Robert Mahlowitz	City of Los Angeles	Oct 26, 2020	U.S. Mail
A-4	Janet Whitlock	U.S. Department of the Interior	Oct 27, 2020	U.S. Mail
A-5	Jean Prijatel	U.S. Environmental Protection Agency	Oct 27, 2020	U.S. Mail

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
Organization				
O-1		Advocates for Viable Airport Solutions	Oct 26, 2020	Electronic
O-2		Santa Clarita Organization for Planning and the Environment	Oct 27, 2020	Electronic
O-3		Save Our Skies LA	Oct 27, 2020	Electronic
O-4	Kimberly Turner and Suellen Wagner	Studio City for Quiet Skies	Oct 26, 2020	U.S. Mail
O-5	Michael Alti	Burbank Airport Commerce Center Owners Association	Oct 27, 2020	Electronic
O-6	Shelagh Kulchin	Santa Clarita for Quiet Skies	Sep 24, 2020	Oral
O-7	Carol Green	Advocates for Viable Airport Solutions	Oct 26, 2020	Electronic
O-8	Laura Ioanou	Burbank for Quiet Skies	Sep 24, 2020	Oral
O-9	Lynne Plambeck	Santa Clarita Organization for Planning and the Environment	Sep 24, 2020	Oral
O-10	Kimberly Turner	Studio City for Quiet Skies	Sep 24, 2020	Oral
Public				
P-1	Heidi Abra		Oct 25, 2020	Electronic
P-2	Amy Acker		Oct 18, 2020	Electronic
P-3	Karen Ahearn		Oct 15, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-4	Frederick Allen		Oct 22, 2020	Electronic
P-5	Michelle Allen		Sep 23, 2020	Electronic
P-6	John Altschuler		Oct 26, 2020	Electronic
P-7	Konstantine Anthony		Oct 20, 2020	Electronic
P-8	Lydia Antonini		Sep 24, 2020	Oral
P-9	Lydia Antonini		Oct 15, 2020	Electronic
P-10	Christina Antoun		Oct 19, 2020	Electronic
P-11	Matthew Antoun		Oct 8, 2020	Electronic
P-12	Andrew Apfelberg		Sep 23, 2020	Electronic
P-13	Lee Arian		Oct 22, 2020	Electronic
P-14	Jim Armogida		Oct 18, 2020	Electronic
P-15	Vibeke Arntzen		Oct 20, 2020	Electronic
P-16	Adrian Ashkenazy		Oct 18, 2020	Electronic
P-17	Susan Ashley		Oct 26, 2020	Electronic
P-18	Teresa Austin		Oct 26, 2020	Electronic
P-19	Robert Baer		Oct 20, 2020	Electronic
P-20	Dawn Baillie		Oct 15, 2020	Electronic
P-21	Stephanie Baio		Oct 26, 2020	Electronic
P-22	Steven Baio		Oct 26, 2020	Electronic
P-23	Zene Baker		Sep 1, 2020	Electronic
P-24	Zene Baker		Oct 15, 2020	Electronic
P-25	Ratzel Bander		Oct 25, 2020	Electronic
P-26	Peter Basinski		Oct 17, 2020	Electronic
P-27	Kyrie Bass		Oct 1, 2020	Electronic
P-28	Linda Baylor		Oct 22, 2020	U.S. Mail
P-29	Craig Beckett		Oct 17, 2020	Electronic
P-30	Crystal Beecher		Oct 26, 2020	Electronic
P-31	Marissa Berman		Oct 26, 2020	Electronic
P-32	Candice Bernstein		Oct 26, 2020	Electronic
P-33	Lyn Bertles		Oct 26, 2020	Electronic
P-34	Karen Bisno		Oct 26, 2020	Electronic
P-35	Richard Black		Oct 16, 2020	Electronic
P-36	Sarah Blatsiotis		Oct 26, 2020	Electronic
P-37	Daniel Bobroff		Sep 29, 2020	U.S. Mail
P-38	Nicholas Bobroff		Oct 6, 2020	U.S. Mail
P-39	Patricia Bobroff		Sep 29, 2020	U.S. Mail

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-40	Patricia Bobroff		Oct 26, 2020	Electronic
P-41	Stella Bobroff		Oct 6, 2020	U.S. Mail
P-42	Talia Bokin		Oct 22, 2020	Electronic
P-43	Sara Borirak		Oct 18, 2020	Electronic
P-44	Brian Bouchey		Oct 25, 2020	Electronic
P-45	Adriann Bowers		Oct 26, 2020	Electronic
P-46	Barbara Brabec		Oct 23, 2020	Electronic
P-47	Robert Bramen		Oct 26, 2020	Electronic
P-48	Christine Breault		Oct 23, 2020	Electronic
P-49	Johnny Brex		Oct 18, 2020	Electronic
P-50	Julia Bricklin		Oct 17, 2020	Electronic
P-51	Aaron Brownstein		Oct 26, 2020	Electronic
P-52	Lester Bsss		Oct 22, 2020	Electronic
P-53	Victoria Bullock		Oct 21, 2020	Electronic
P-54	Ellen Byron		Oct 17, 2020	Electronic
P-55	Nicholas Caprio		Oct 23, 2020	Electronic
P-56	Camille Carr		Oct 27, 2020	Electronic
P-57	Linda Chaman		Oct 22, 2020	Electronic
P-58	Crisy Chambers		Sep 28, 2020	Electronic
P-69	Edward Clarke		Oct 26, 2020	Electronic
P-60	Kaye Clarke		Oct 26, 2020	Electronic
P-61	Linda Clarke		Oct 24, 2020	Electronic
P-62	Linda Clarke		Oct 24, 2020	Electronic
P-63	Amy Clayton		Oct 26, 2020	Electronic
P-64	Jay Cohen		Oct 19, 2020	Electronic
P-65	Laurie Cohn		Oct 26, 2020	Electronic
P-66	Candice Colbert		Oct 21, 2020	Electronic
P-67	Andy Connor		Oct 24, 2020	Electronic
P-68	Noelle Conti		Oct 17, 2020	Electronic
P-69	Brandy Coplan		Oct 12, 2020	Electronic
P-70	Dan Coplan		Sep 23, 2020	Electronic
P-71	Kimberly Cruelle		Oct 26, 2020	Electronic
P-72	Chriis Culliton		Oct 26, 2020	Electronic
P-73	Jason Cunningham		Oct 20, 2020	Electronic
P-74	Marissa Cunningham		Oct 17, 2020	Electronic
P-75	Christiane Cuse		Oct 25, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-76	D The Great		Oct 12, 2020	Electronic
P-77	Paul Da Silva		Oct 22, 2020	Electronic
P-78	Sarbrina Dallen		Oct 1, 2020	Electronic
P-79	Paul Darrigo		Oct 27, 2020	Electronic
P-80	Kim Davidson		Oct 26, 2020	Electronic
P-81	Victoria Diamantidis		Oct 23, 2020	Electronic
P-82	Justin Dickerson		Oct 15, 2020	Electronic
P-83	Nora Doyle		Oct 24, 2020	Electronic
P-84	Howard Drake		Oct 21, 2020	Electronic
P-85	Susan Drake		Oct 20, 2020	Electronic
P-86	Ron Drescher		Oct 26, 2020	Electronic
P-87	Susan Drescher		Oct 26, 2020	Electronic
P-88	Gillian Edelson		Oct 12, 2020	Electronic
P-89	Bruce Eliot		Oct 27, 2020	Electronic
P-90	Denise Eliot		Oct 26, 2020	Electronic
P-91	Sherri Elkaim		Sep 24, 2020	Oral
P-92	Sherri Elkaim		Oct 15, 2020	Electronic
P-93	Neil Ellice		Oct 26, 2020	Electronic
P-94	Ceci Feitshans		Sep 21, 2020	Electronic
P-95	Cecile Feitshans		Sep 15, 2020	Electronic
P-96	Randy Feldman		Oct 26, 2020	Electronic
P-97	Donald Fenning		Oct 18, 2020	Electronic
P-98	Federico Figus		Sep 24, 2020	Electronic
P-99	Federico Figus		Sep 24, 2020	Oral
P-101	Linda Fish		Oct 13, 2020	Electronic
P-101	Annie Fitzgerald		Oct 26, 2020	Electronic
P-102	K. M. Flood		Sep 1, 2020	Electronic
P-103	Michele Florman		Sep 23, 2020	Electronic
P-104	Brooke Fong		Oct 26, 2020	Electronic
P-105	Audrey Ford		Sep 24, 2020	Oral
P-106	Darryl Frank		Oct 26, 2020	Electronic
P-107	Vanessa Frank		Oct 26, 2020	Electronic
P-108	Llyswen Franks		Oct 20, 2020	Electronic
P-109	Masami Fukuhara		Oct 25, 2020	Electronic
P-111	David Gaines		Oct 22, 2020	Electronic
P-112	Jennifer Gal		Oct 22, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-112	Katherine Gardner		Oct 26, 2020	Electronic
P-113	Stephen Georgiandis		Oct 27, 2020	Electronic
P-114	Heather Lea Gerdes		Oct 26, 2020	Electronic
P-115	Helen Giroux		Oct 26, 2020	Electronic
P-116	Laurissa Gold		Oct 23, 2020	Electronic
P-117	Denise Gruska		Oct 18, 2020	Electronic
P-118	Jay Gruska		Oct 19, 2020	Electronic
P-119	Michele Gruska		Oct 18, 2020	Electronic
P-120	DC Hagen		Oct 15, 2020	Electronic
P-121	Robert Hanna		Oct 20, 2020	Electronic
P-122	Marykate Harris		Oct 18, 2020	Electronic
P-123	Paul Hatfield		Oct 22, 2020	Electronic
P-124	Catherine Hayes		Oct 26, 2020	Electronic
P-125	Vicky Herman		Sep 29, 2020	Electronic
P-126	James Hornstein		Oct 23, 2020	Electronic
P-127	Brittany Horowitz		Oct 20, 2020	Electronic
P-128	Brittany Horowitz		Oct 27, 2020	Electronic
P-129	Jeffrey Horowitz		Oct 20, 2020	Electronic
P-130	Lionel Hry		Oct 17, 2020	Electronic
P-131	Richard Hull		Oct 20, 2020	Electronic
P-132	Paula Hutchings		Oct 22, 2020	Electronic
P-133	Mark Indig		Oct 26, 2020	Electronic
P-134	Alexander Izbicki		Oct 26, 2020	Electronic
P-135	Lacey James		Oct 26, 2020	Electronic
P-136	Charles Jennings		Oct 19, 2020	Electronic
P-137	Lorraine Jonsson		Oct 26, 2020	Electronic
P-138	Pejman Katiraei		Oct 22, 2020	Electronic
P-139	Doron Kauper		Oct 25, 2020	Electronic
P-140	Julie Keegan		Oct 26, 2020	Electronic
P-141	Kevin Keegan		Oct 26, 2020	Electronic
P-142	Mayya Keynigshteyn		Oct 8, 2020	U.S. Mail
P-143	David Kimball		Oct 18, 2020	Electronic
P-144	Martin Klein		Sep 23, 2020	Electronic
P-145	Ewelina Kosciow		Oct 26, 2020	Electronic
P-146	Michael Kramer		Oct 26, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-147	Jennifer Krause		Oct 14, 2020	Electronic
P-148	Sandra Krist		Oct 26, 2020	Electronic
P-149	Linda Kristman		Oct 22, 2020	Electronic
P-150	Bill Kulchin		Oct 27, 2020	Electronic
P-151	Shelagh Kulchin		Oct 27, 2020	Electronic
P-152	Lloyd Kurtz		Oct 26, 2020	Electronic
P-153	Oleg Kushnirovich		Oct 8, 2020	U.S. Mail
P-154	T L		Oct 22, 2020	Electronic
P-155	Tony L		Oct 15, 2020	Electronic
P-156	Tony L		Oct 16, 2020	Electronic
P-157	Tony L		Oct 18, 2020	Electronic
P-158	Tony L		Oct 19, 2020	Electronic
P-159	Tony L		Oct 27, 2020	Electronic
P-160	Matt Labate		Oct 21, 2020	Electronic
P-161	Sarah Lambert		Oct 22, 2020	Electronic
P-162	Jennifer Langheld		Oct 22, 2020	Electronic
P-163	Marguerite Lathan		Oct 15, 2020	Electronic
P-164	Evan Lawrence		Oct 26, 2020	Electronic
P-165	Genevieve Lee		Oct 27, 2020	Electronic
P-166	Tracy Lee		Sep 1, 2020	Electronic
P-167	Tracy Lee		Oct 15, 2020	Electronic
P-168	Pascal Leister		Oct 23, 2020	Electronic
P-169	Ruth Lenorovitz		Oct 27, 2020	Electronic
P-170	Daniel Lenzmeier		Oct 26, 2020	Electronic
P-171	Sandra Levin		Oct 26, 2020	Electronic
P-172	Sandra Levin		Oct 26, 2020	Electronic
P-173	Ronald Levinson		Oct 25, 2020	Electronic
P-174	Gary Lewis		Oct 21, 2020	Electronic
P-175	Janet Loeb		Oct 18, 2020	Electronic
P-176	Laura Loftin		Oct 26, 2020	Electronic
P-177	Joy Lotz		Oct 25, 2020	Electronic
P-178	Jeanie Love		Oct 21, 2020	Electronic
P-179	Miyoko Love		Oct 26, 2020	Electronic
P-180	Steve Love		Oct 21, 2020	Electronic
P-181	Susan Lowenstein		Oct 25, 2020	Electronic
P-182	Roy Lyons		Sep 24, 2020	Oral

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-183	Teri Lyons		Sep 24, 2020	Oral
P-184	Heidi MacKay		Oct 26, 2020	Electronic
P-185	Jenna Magee		Oct 21, 2020	Electronic
P-186	Mitch Marcus		Sep 22, 2020	Electronic
P-187	Benjamin Marsh		Oct 26, 2020	Electronic
P-188	Linda Marson		Oct 22, 2020	U.S. Mail
P-189	Alison Martin		Oct 15, 2020	Electronic
P-190	Steve Martin		Oct 6, 2020	U.S. Mail
P-191	Shannon Mast		Oct 25, 2020	Electronic
P-192	Thomas Materna		Oct 27, 2020	Electronic
P-193	Tom Materna		Sep 24, 2020	Oral
P-194	David McGrath		Oct 22, 2020	Electronic
P-195	Kathleen McGrath		Oct 17, 2020	Electronic
P-196	Kathleen McGrath		Oct 26, 2020	Electronic
P-197	Susan McGuire		Oct 15, 2020	Electronic
P-198	Jayne McKay		Sep 24, 2020	Oral
P-199	Jayne McKay		Oct 25, 2020	Electronic
P-200	Martha McMahon		Oct 22, 2020	Electronic
P-201	Veronica Mendoza		Oct 24, 2020	Electronic
P-202	Robert Mentzer		Sep 21, 2020	Electronic
P-203	Janine Milne		Oct 26, 2020	Electronic
P-204	Aileen Moreno		Oct 26, 2020	Electronic
P-205	Brian Moreno		Oct 26, 2020	Electronic
P-206	W Morris		Oct 27, 2020	Electronic
P-207	Jaclyn Morse		Sep 23, 2020	Electronic
P-208	Daniel Nadsady		Oct 22, 2020	Electronic
P-209	Name Not Legible		Oct 22, 2020	U.S. Mail
P-210	David Nash		Oct 27, 2020	Electronic
P-211	Luiza Ricupero Negret		Oct 15, 2020	Electronic
P-212	Lindsay Nesmith		Oct 14, 2020	Electronic
P-213	Nesmith Family		Oct 18, 2020	Electronic
P-214	Mason Newton		Oct 26, 2020	Electronic
P-215	Jessica Neyer		Oct 26, 2020	Electronic
P-216	Lief Nicolaisen		Oct 27, 2020	Electronic
P-217	David Norrell		Oct 22, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-218	Starla O		Oct 18, 2020	Electronic
P-219	Starla O		Oct 27, 2020	Electronic
P-220	Harry Pallenberg		Oct 26, 2020	Electronic
P-221	Karen Pals		Oct 17, 2020	Electronic
P-222	Renee Palyo		Oct 22, 2020	Electronic
P-223	Pam Pechter		Oct 26, 2020	Electronic
P-224	Steve Pechter		Oct 26, 2020	Electronic
P-225	Jay Pellizzi		Oct 15, 2020	Electronic
P-226	Restituta Perez		Oct 21, 2020	Electronic
P-227	Mark Phillips		Oct 27, 2020	Electronic
P-228	Faust Pierfederici		Oct 26, 2020	Electronic
P-229	Lynne Plambeck		Oct 27, 2020	Electronic
P-230	Scott Ponegalek		Oct 6, 2020	U.S. Mail
P-231	Jason Pope		Oct 13, 2020	Electronic
P-232	Matt Pyken		Oct 21, 2020	Electronic
P-233	Josh Rabin		Oct 26, 2020	Electronic
P-234	Kathryn Ramirez		Sep 30, 2020	Electronic
P-235	Maria Rdoriguez		Oct 21, 2020	Electronic
P-236	Patricia Resnick		Oct 26, 2020	Electronic
P-237	Debra Reynolds		Sep 24, 2020	Oral
P-238	Debra Reynolds		Oct 17, 2020	Electronic
P-239	Debra Reynolds		Oct 25, 2020	Electronic
P-240	Krysten Ritter		Oct 11, 2020	Electronic
P-241	Anne Robinson		Oct 25, 2020	Electronic
P-242	Eric Robinson		Oct 27, 2020	Electronic
P-243	Katie Robinson		Oct 27, 2020	Electronic
P-244	Carol Rosenblum		Oct 25, 2020	Electronic
P-245	Carol Rosenblum		Oct 26, 2020	Electronic
P-246	Jesse S		Oct 26, 2020	Electronic
P-247	Sahand S		Oct 19, 2020	Electronic
P-248	Tracy Sandler		Oct 25, 2020	Electronic
P-249	Carmen Santana		Oct 26, 2020	Electronic
P-250	Daniel Scheinkman		Oct 22, 2020	Electronic
P-251	Louis Schillace		Oct 26, 2020	Electronic
P-252	Alisa Schlesinger		Oct 26, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-253	Mary Schreier		Oct 22, 2020	Electronic
P-254	Todd Schroeder		Sep 28, 2020	Electronic
P-255	Cynthia Schwieger		Oct 20, 2020	Electronic
P-256	Bob Semanovich		Oct 26, 2020	Electronic
P-257	Albert Shapiro		Oct 16, 2020	Electronic
P-258	Andrew Shin		Oct 15, 2020	Electronic
P-259	Andrew Silver		Oct 26, 2020	Electronic
P-260	Gina Silverstein		Oct 25, 2020	Electronic
P-261	Annette Skinner		Oct 24, 2020	Electronic
P-262	Dennis Skinner		Oct 26, 2020	Electronic
P-263	Robert Skir		Oct 26, 2020	Electronic
P-264	Alan Slasor		Oct 26, 2020	Electronic
P-265	Adele Slaughter		Oct 26, 2020	Electronic
P-266	Stacy Slichta		Sep 24, 2020	Oral
P-267	Deirdre Lenihan Sloyan		Oct 27, 2020	U.S. Mail
P-268	Karen Spangenberg		Oct 27, 2020	Electronic
P-269	Norman Spieler		Oct 26, 2020	Electronic
P-270	Inga Stanelun		Oct 19, 2020	Electronic
P-271	Marilyn Stempel		Oct 26, 2020	Electronic
P-272	Becca Stern		Oct 25, 2020	Electronic
P-273	Kelly Straub		Oct 21, 2020	Electronic
P-274	Dennis Sullivan		Oct 26, 2020	Electronic
P-275	David Sweeney		Oct 25, 2020	Electronic
P-276	Lauren Swickard		Oct 21, 2020	Electronic
P-277	Casey Tabach		Oct 27, 2020	Electronic
P-278	Talin Tenley		Oct 22, 2020	Electronic
P-279	Rosemarie Thomas		Oct 25, 2020	Electronic
P-280	Selina Thomasian		Oct 21, 2020	Electronic
P-281	Shant Thomasian		Oct 21, 2020	Electronic
P-282	Katina Trotsuk		Oct 16, 2020	Electronic
P-283	Mark Trugman		Oct 27, 2020	Electronic
P-284	Mark Trugman		Oct 27, 2020	Electronic
P-285	Petra Tulic		Oct 26, 2020	Electronic
P-286	Kimberly Turner		Sep 15, 2020	Electronic

COMMENTS NUMBER	NAME	AFFILIATION	DATE	SUBMISSION TYPE
P-287	Kimberly Turner		Oct 27, 2020	Electronic
P-288	Kimberly Turner		Oct 27, 2020	Electronic
P-289	Lawrence Turner		Oct 27, 2020	Electronic
P-290	Tim Turner		Sep 24, 2020	Oral
P-291	Frank Tysen		Oct 26, 2020	Electronic
P-292	John Van Tongeren		Oct 17, 2020	Electronic
P-293	Richard Varga		Sep 24, 2020	Electronic
P-294	Tom Vern		Sep 24, 2020	Oral
P-295	Arthur Vogelsang		Oct 24, 2020	Electronic
P-296	Judith Vogelsang		Oct 23, 2020	Electronic
P-297	Suellen Wagner		Sep 9, 2020	Electronic
P-298	Suellen Wagner		Sep 21, 2020	Electronic
P-299	Suellen Wagner		Sep 24, 2020	Oral
P-300	Suellen Wagner		Oct 27, 2020	Electronic
P-301	Suellen Wagner		Oct 27, 2020	Electronic
P-302	Douglas Warner		Oct 25, 2020	Electronic
P-303	Janis Warner		Oct 25, 2020	Electronic
P-304	Renee Weber		Oct 26, 2020	Electronic
P-305	Weiss Family		Oct 27, 2020	Electronic
P-306	Janice Wexler		Oct 22, 2020	Electronic
P-307	R. Wiegand		Sep 24, 2020	Oral
P-308	Arnold Wilenken		Aug 22, 2020	Electronic
P-309	Carrie Wong		Oct 22, 2020	Electronic
P-310	Gregory Wright		Oct 17, 2020	Electronic
P-311	Marc Wurzel		Oct 27, 2020	Electronic
P-312	Nilou Yashar		Oct 22, 2020	Electronic
P-313	Katrin Youdim		Sep 22, 2020	Electronic
P-314	Greg Zadikov		Oct 25, 2020	Electronic
P-315	Shawn Zhang		Oct 22, 2020	Electronic
P-316	Yifang Zhu		Oct 27, 2020	U.S. Mail
P-317	Guido Zwicker		Oct 26, 2020	Electronic

Source: RS&H, 2020.

M.3 TOPICAL RESPONSES

Many of the comments received contained similar themes, concerns, and questions regarding the Proposed Project and the analyses contained in the Draft EIS. As a result, comments were grouped by subject matter, topical responses were developed for each comment group, and when appropriate, directed the reader to the relevant topical response. The topical responses are categorized into the following 14 different topics:

- Topical Response A: EXPAND STUDY AREA
- Topical Response B: NEPA COMMENT PROCESS
- Topical Response C: EXTEND COMMENT PERIOD
- Topical Response D: OTHER ALTERNATIVES
- Topical Response E: FLIGHT PROCEDURES
- Topical Response F: AIRCRAFT OPERATIONS AND ENPLANEMENTS
- Topical Response G: SAFETY
- Topical Response H: AIR QUALITY
- Topical Response I: DEPARTMENT OF TRANSPORTATION SECTION 4(F)
- Topical Response J: HAZARDS
- Topical Response K: NOISE
- Topical Response L: SOCIOECONOMICS
- Topical Response M: CUMULATIVE IMPACTS
- Topical Response N: CONNECTED ACTIONS

M.3.1 Topical Response A: EXPAND STUDY AREA

Several commenters requested that the FAA expand the General Study Area to include the Santa Clarita Valley as well as the southern San Fernando Valley, including the communities of Encino, Sherman Oaks, Studio City, Bel-Air, and Benedict Canyon (sometimes referred to collectively as the “new community” by several commenters). The commenters asserted that an expanded General Study Area would result in the need to conduct analysis of impacts (e.g., air quality, Section 4(f), hazards associated with fire risks, noise, and socioeconomics) associated with unrelated flight procedure changes for aircraft operating to and from BUR.

Section 3.2 of the EIS provides information on how the detailed and general study areas were established. Direction on selecting appropriate study areas for an EIS is provided in FAA Order 1050.1F and *FAA Order 1050.1F Desk Reference*. Together, these guidance documents were used to identify the two study areas to evaluate in the EIS and to assess direct and indirect impacts of the No Action Alternative and the Proposed Project. The Detailed Study Area is defined by the Airport property boundary and consists of areas where “direct,” or physical ground-disturbance, impacts could occur from construction of the Proposed Project.

The General Study Area is a larger geographic area where the “indirect” impacts could occur. Indirect impacts may include effects on air quality, noise-sensitive land uses, socioeconomic conditions, historic and cultural resources, or U.S. DOT Act, Section 4(f) resources. For example, Paragraph B-1.4 of FAA Order 1050.1F states, “An airport environs study area must be large enough to include the area within the DNL 65 decibels (dB) contour and may be larger.” Thus, the General Study Area boundary is based, in part, on the current 65-decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, with the boundary lines adjusted to follow major roadways in the area. The study areas are presented in **Exhibits 3.2-1** and **3.2-2** in the EIS. The two study areas comprise a sufficient basis for the analysis of the resources or features that have the potential to be significantly affected by the Proposed Project as per the guidance in 40 CFR §1508.8, FAA Order 1050.1F, and *FAA Order 1050.1F Desk Reference*. Furthermore, because the Proposed Project does not result in any changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace and because the EIS did not identify any impacts that exceeded the significance threshold for any of the resource areas that were analyzed, going further out from the GSA would not increase the likelihood of finding significant impacts where the project is limited to the Airport and immediate surrounding area.

The EIS analyzes potential impacts that could occur due to the Proposed Project, which includes project components associated with a replacement passenger terminal building at the Airport (see **Section 1.4** of the EIS). Santa Clarita is more than 20 miles northwest of the Airport and the southern San Fernando Valley is more than four miles south and southwest of the Airport. Since replacement of existing facilities are not elements or factors affecting aviation activity, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Therefore, there would be no potential for environmental impacts in areas outside the General Study Area. For additional discussion on these environmental resources, see Topical Responses H (air quality), I (Section 4(f)), J (hazards), K (noise), and L (socioeconomics).

M.3.2 Topical Response B: NEPA COMMENT PROCESS

Several commenters were critical of the EIS public comment process. Specific comments alleged the following:

- a) the FAA advertised the wrong dates for the public workshops and public hearing,*
- b) the public hearing confirmation email came from a strange email address thanking registrants for "signing up to 'receive project updates'" instead of confirming that the registrant is registered for the public hearing,*
- c) the public hearing confirmation email contained dead links to join the meeting,*
- d) the wrong phone number for the public hearing was provided,*
- e) callers were disconnected from the public hearing,*
- f) confirmation emails were provided at the last minute,*
- g) emails written to the FAA requesting public workshops and public hearing participation clarification went unanswered,*
- h) the project website was down for seven days during the public comment period,*
- i) the project website incorrectly stated that the close of the comment period was Monday, October 27, 2020,*
- j) the legal posting of the comment period also incorrectly stated that the close of the comment period was Monday, October 27, 2020, and*
- k) the electronic access during the public comment period violated environmental justice and fair access laws.*

The FAA provided a public comment process in accordance with NEPA and FAA Orders 1050.1F and 5050.4B. Any administrative errors were minor and addressed immediately after FAA became aware. They did not prevent any interested person from providing comments during the 67-day comment period or participating in the public hearing. **Table M.3.2-1** is a timeline of public notices and correspondence regarding the public comment period and the public workshops and public hearing. The stakeholder list is comprised of individuals, organizations, and government entities who were notified during scoping, provided scoping comments, or signed up for updates on the project website. All emails and eBlasts (mass emails) were sent by either a member of the consultant team or generated by the Proposed Project website.

TABLE M.3.2-1
TIMELINE OF PUBLIC NOTICES AND CORRESPONDENCE DURING DRAFT EIS PUBLIC COMMENT PERIOD

Date	Communication Type	Communication Content
August 21, 2020	<i>Federal Register</i>	Publication of Draft EIS and Registration for Public Workshops and Public Hearing
August 21, 2020	Newspaper Advertisements	Publication of Draft EIS and Registration for Public Workshops and Public Hearing
August 21, 2020	eBlast to Stakeholder List	Publication of Draft EIS and Registration for Public Workshops and Public Hearing
August 22, 2020	eBlast to Stakeholder List	Correction on dates of the Public Workshops and Public Hearing
August 22, 2020	Newspaper Advertisement	Publication of Draft EIS and Registration for Public Workshops and Public Hearing
September 16, 2020	eBlast to Stakeholder List	Reminder for Registering for Public Workshops and Public Hearing
September 21, 2020	eBlast to Stakeholder List	Extension of Public Comment Period
September 22, 2020	Email to Registered Participants	Public Workshops Attendance Instructions
September 22, 2020	Email to Registered Participants	Public Hearing Attendance Instructions
September 23, 2020	Public Workshops (1:00PM – 3:00PM and 6:00PM – 8:00PM)	
September 24, 2020	Email to Registered Participants	Public Hearing Attendance Instructions Reminder
September 24, 2020	Public Hearing (6:00PM – 9:00PM)	
September 24, 2020	Email to Registered Participants	Public Hearing Phone Number Correction
September 25, 2020	<i>Federal Register</i>	Extension of Public Comment Period
October 2, 2020	Newspaper Advertisements	Extension of Public Comment Period

Date	Communication Type	Communication Content
October 3, 2020	Newspaper Advertisement	Extension of Public Comment Period
October 9, 2020	eBlast to Stakeholder List	Thank You for Attending the Public Workshops and Public Hearing with Links to Recordings of the Meetings

Source: RS&H, 2020

Response to the specific comments (Items a-k) are provided below.

- a) The initial group distribution email that was sent on August 21, 2020, incorrectly listed dates for the virtual public workshops and the virtual public hearing. However, a corrected email was resent to all recipients the very next day, August 22, 2020, with the correct dates of the virtual public workshops and the virtual public hearing. All other communication with the public correctly stated the dates of the virtual public workshops and virtual public hearing (e.g., the Notice of Availability in the *Federal Register*, the cover page of the EIS, the newspaper advertisements, reminder group distribution email, and the project website).

- b) It was brought to the FAA's attention on September 14, 2020, public hearing registrants who signed up on this day, the first day that the public hearing registration link was made available, received an autoreply email message instead of the correct registrant confirmation email. From August 21, 2020 to September 15, 2020, the autoreply email was sent from the email address diran@dirango.com in error.

The autoreply email thanked registrants for “*signing up to ‘receive project updates’*” instead of confirming that the registrant was registered for the public hearing. FAA corrected the email text and sender's email address on September 15, 2021 and from that point, confirmation emails were sent from info@bobhopeairporteis.com.

All registrants, including those who received the incorrect confirmation email, were sent a reminder email of the public meeting on September 16, 2020 and a public hearing instructions email on September 22, 2020.

- c) The autoreply email referenced above also contained a dead link titled “How to Participate.” FAA removed that link and revised the registrant confirmation emails on September 15, 2020.

All links in the correct registrant confirmation emails sent after September 15, 2020; the Public Meeting registration reminder email sent to the email

stakeholder list on September 16, 2020; and the instructions emails sent to the registrants on September 22, 2020 which explained how to access the public hearing were generated by a third-party platform and tested by the FAA's consultant team to ensure accuracy.

- d) FAA discovered the confirmation email left off the last digit of the first listed call-in number to the virtual public hearing while the public hearing was in progress. However, the confirmation email stated to *"Please read this email in its entirety for instructions on how to attend and provide comments at the public hearing."* It also provided six other phone numbers registrants could use to call into the virtual public hearing, including a correctly listed toll-free number. Any one of those six phone numbers would have gained the registrant access to the virtual public hearing. Additionally, the missing phone number digit was brought to the FAA's attention during the virtual public hearing and the FAA sent a correction email less than an hour after learning about the error while the public hearing was still in progress. The correction email was sent to all virtual public hearing registrants via email with 51 minutes remaining in the virtual public hearing. Finally, no one contacted the FAA, FAA's consultant, or the web site saying that they were not able to attend the meeting at all. Further, even after the public workshops and hearing, commenters still had more than 30 days to submit comments before the end of the public comment period for the Draft EIS.
- e) The virtual public hearing was held using a third-party platform and FAA had no control over callers who were disconnected from the virtual public hearing. Disconnected callers were able to login again if they experienced connection issues and many disconnected callers did rejoin before the end of the public hearing.
- f) Group distribution emails were sent on August 21, 2020, August 22, 2020, and September 16, 2020, as reminders to register for the public workshops and public hearing. The confirmation email for the virtual public workshops was sent to all registrants one day prior to the virtual public workshops. The virtual public hearing confirmation email was sent to all registrants two days prior to the virtual public hearing.
- g) All emails written to the FAA requesting public workshops and public hearing participation clarification were answered once the public hearing access instructions were finalized and emailed to all registrants.
- h) The project website was not down for seven days during the public comment period, as alleged. The EIS Project Team closely monitored the project website during the public comment period and did not encounter a project

website outage. FAA's consultant's reviewed the website analytics and found that there was activity on the project website every day during the public comment period.

- i) The project website did erroneously state that the close of the comment period was *Monday, October 27, 2020* instead of *Tuesday, October 27, 2020* during the time frame of August 21, 2020 through October 27, 2020. No members of the public alerted the FAA of this error on the project website during the public comment period. However, all other communication with the public (e.g., the e-blast, newspaper advertisements, public workshops, public hearing, and Notice of Availability in the *Federal Register*) correctly stated the date of the close of the public comment period.
- j) The legal posting of the comment period in the *Federal Register* correctly stated that the close of the comment period was October 27, 2020, and the newspaper advertisements all correctly stated that the close of the comment period was October 27, 2020. There was no day of the week listed with the close of the comment period.
- k) As stated in the Notice of Availability of the Draft EIS, in response to the Pandemic, the FAA decided not to hold an in-person public workshop for public safety purposes, but rather two virtual public workshops and one virtual public hearing. The FAA provided both website access and phone access to all of the meetings. Further, even after the public workshops and hearing, commenters still had more than 30 days to submit comments before the end of the public comment period for the Draft EIS. Also due to the Pandemic, the FAA had limited locations in which to place a physical copy of the Draft EIS for review by the public. However, two physical copies of the Draft EIS were placed at the Burbank City Hall for public review and the address of the Burbank City Hall was provided in the Notice of Availability. Finally, public comments on the Draft EIS were accepted by the FAA electronically or via U.S. Mail during the entire public 67-day public comment period and they were accepted orally at the virtual public hearing (which allowed phone access). The FAA provided ample opportunity for the public to provide comments on the Draft EIS that were not solely in electronic format.

M.3.3 Topical Response C: EXTEND COMMENT PERIOD

Many commenters requested an extension to the public comment period on the Draft EIS. The extension requests varied in length, but the longest request came from the City of Los Angeles which requested a 75-day extension for 120-day total comment period. The reasons for the extension requests included the length of the

document, FAA's late posting of certain comments from the scoping period, and the complications involved with the public involvement process due to the Pandemic.

The U.S. Environmental Protection Agency published the Notice of Availability of the Draft EIS in the *Federal Register* on August 21, 2020 (85 FR 51693). The public comment period was scheduled to end on October 5, 2020, affording the required 45-day minimum public comment period per subsection 40 CFR § 1506.10(c) Council on Environmental Quality (CEQ) Regulations that were in place at the time of publication. In compliance with FAA Order 5050.4B, paragraph 1102(a), the FAA considered requests for extension of the public comment period and decided to extend the public comment period for 22 days. This comment period extension includes the 15 days referenced in FAA Order 5050.4B, Section 1102(a) plus an additional 7 days to account for the delay in posting the scoping comments from Studio City for Quiet Skies on the project website 7 days after the Draft EIS was published in the *Federal Register*. In reviewing the extension requests, FAA considered the rationale for each request and need when determining the appropriateness of an extension.

To ensure that the public had adequate access to the Draft EIS, the Draft EIS was posted on the project website and copies were available at Burbank City Hall. In addition, all the Draft EIS publication notices stated that copies of the document were available upon request. There was no public request for a copy.

This comment period extension resulted in a 67-day total public comment period for the Draft EIS. The main body of the EIS (Table of Contents through Chapter 7) is 329 pages and 93 of those pages are tables and exhibits. A 67-day comment period is adequate to review an EIS of that length and exceeds all requirements for review of a Draft EIS.

M.3.4 Topical Response D: OTHER ALTERNATIVES

Many commenters requested several additional alternatives be included in the EIS. Some commenters suggested a Runway Rotational Use Plan, which would be focused on requiring aircraft to depart north on Runway 33. Other commenters asserted that Burbank voters approved a Same Size Replacement Terminal, that the Proposed Project includes a replacement terminal that is more than 50% larger than the Same Size Replacement Terminal, and that the Proposed Project have a replacement terminal that is the same size as the existing passenger terminal. In addition, the commenters questioned why the "Purpose and Need" in the EIS is "different" from what was approved by Burbank voters and why the FAA added the "purpose" of increasing passengers, which was not considered by the Burbank voters or in the Environmental Impact Report (EIR) prepared in compliance with the

California Environmental Quality Act (CEQA). Finally, several commenters asserted that the FAA must provide an option for “sharing the noise” with other communities in the future.

As stated in **Chapter 1** of the EIS, the Authority has proposed a replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). The Proposed Project is comprised of project components associated with the replacement of the existing 14-gate passenger terminal building located in the southeast quadrant of the Airport with a 14-gate replacement passenger terminal building in the northeast quadrant (also known as the former Lockheed-Martin B-6 Plant site) of the Airport. As stated in **Section 1.3** of the EIS, the need for the Proposed Project stems from several problems with the existing passenger terminal building. The existing passenger terminal building does not meet current FAA Airport Design Standards related to runway separation and object free areas. The existing passenger terminal building also is obsolete in terms of contemporary passenger terminal design and efficient utilization standards and does not meet current State building requirements. Because the need for the Proposed Project is not related to aircraft operations, no changes to the runways are included as part of the Proposed Project. In addition, no changes in how the Airport operates is included as part of the Proposed Project. Therefore, including “runway rotation” is not an appropriate alternative to the Proposed Project because it does not address the issues with the existing 14-gate passenger terminal building, and therefore, does not address the purpose and need.

As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election. The text of Measure B stated:

“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 modify 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?”¹

Thus, Burbank voters approved a replacement passenger terminal building with a maximum size of 355,000 square feet. As a result, the Authority prepared an

¹ City of Burbank. (2016, October 16). Ballot Measure B – Proposed 14-Gate Replacement Terminal at the Bob Hope Airport. Retrieved January 2021, from City of Burbank: <https://www.burbankca.gov/departments/city-clerk-s-office/elections/previous-municipal-elections/measure-b-special-election-november-8-2016>

updated ALP that includes the proposed replacement passenger terminal and is seeking FAA approval of portions of the updated ALP.

In compliance with Title 40, of the Code of Federal Regulations (CFR), § 1502.14 and FAA Order 1050.1F, paragraph 7-1.1(e), the EIS identified a range of reasonable alternatives that fulfill the purpose and need for the Proposed Project (see **Chapter 2** of the EIS). A “same-size” terminal building requested by several commenters would be a replacement terminal building of 232,000 square feet. This alternative was included in the 2016 Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA). However, the Authority proposed the project as a 355,000-square-foot replacement passenger terminal building in the northeast quadrant of the Airport on the ALP they submitted to FAA. The FAA is under no statute, rule, or other obligation to reconcile differences between the CEQA EIR and the Federal EIS. The Authority identified the Proposed Project in their updated ALP and the FAA prepared this EIS to evaluate that proposal in accordance with NEPA.

As described in **Section 1.2.3** of the EIS, the proposed replacement passenger terminal building would have the same number of aircraft gates as the existing passenger terminal building (i.e., 14 gates) and it would provide space and facilities to better meet the current passenger demand at the Airport and the future projected increases in passengers indicated in the forecast. Because replacement of existing facilities are not elements or factors affecting aviation activity, no change in the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace would occur as a result of the Proposed Project.

Depending on final design, a “same-size” terminal building could occupy a smaller footprint compared to the Proposed Project with a 355,000-square-foot replacement passenger terminal building. Given that the EIS did not identify any significant impacts associated with constructing the proposed replacement passenger terminal building in the northeast quadrant of the Airport, a “same-size” terminal would similarly not result in significant impacts. In addition, as described above, the “same-size” 232,000-square-foot terminal building would be able to accommodate the same number of passengers as the proposed replacement passenger terminal building; thus, a “same-size” terminal building would have the same operational impacts as that disclosed for the proposed replacement passenger terminal building. Finally, the inclusion of a “same-size” terminal building would not meet the purpose and need of the Proposed Project.

With respect to the purpose and need, comments stating that the FAA added the purpose of increasing passengers as part of the Proposed Project are not correct.

Section 1.3 of the EIS states that the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not.

With respect to the California Environmental Quality Act (CEQA), it is a separate state environmental law independent of NEPA. The lead agency for the Environmental Impact Report (EIR) is the Burbank-Glendale-Pasadena Airport Authority. The FAA has no role in the CEQA process.

FAA presumes that the “sharing the noise” alternative requested in some comments suggested the distribution of the departure of aircraft using other runways at the Airport and that this alternative was requested because, as stated in **Table J-1** of the EIS, 96 percent of air carrier and cargo aircraft depart on Runway 15 (i.e., to the south). The analysis of distribution of aircraft departures from the Airport is beyond the scope of the EIS. The Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. In addition, the Proposed Project does not affect the number of aircraft operations or destinations served by airlines. Therefore, the Proposed Project does not affect departure routes and an alternative analyzing “sharing the noise” is not appropriate and would not address the purpose and need. Further, **Section 4.11** of the EIS provides an analysis of potential noise impacts from the Proposed Project and concludes that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

M.3.5 Topical Response E: FLIGHT PROCEDURES

Many commenters indicated that the EIS does not take into account the change in flight path that occurred in 2017. Many commenters further suggested that there be an equitable distribution of departures from the Airport and the FAA revert back to the flight paths that were flown prior to 2017.

As stated in **Section 1.4** of the EIS, the Proposed Project is the replacement of the existing 14-gate passenger terminal building located in the southeast quadrant of the Airport with a 14-gate replacement passenger terminal building in the northeast quadrant (also known as the former Lockheed-Martin B-6 Plant site) of the Airport to meet current FAA Airport Design Standards and building codes. No changes to the runways at the Airport are included as part of the Proposed Project. In addition, the Proposed Project does not include any changes in flight procedures or

how the Airport operates. The changes to flight procedures referenced in multiple comment submissions occurred prior to the preparation of this EIS. In addition, any current or future proposed changes to the flight procedures are independent of the replacement passenger terminal project (see Topical Response N: Connected Actions) and are within the jurisdiction of the FAA's Air Traffic Organization (ATO) occurring beyond the General Study Area (see Topical Response A for a further discussion of the General Study Area). The changes in the flight procedures are included in the list of Cumulative Projects in **Section 3.16** of the EIS and are considered as part of the Affected Environment presented in **Chapter 3** of the EIS. Since the Proposed Project would have no effect on flight procedures and because the changes to the flight procedures occurred **outside** the General Study Area for the EIS, no additional analysis regarding the change in flight procedures is warranted for this EIS.

The Proposed Project analyzed in this EIS and the FAA Air Traffic Organization (ATO) project involving proposed amendments to the flight departure procedures at the Airport are two separate and independent actions and are subject to separate review processes (see Topical Response N: Connected Actions). The ATO is preparing an Environmental Assessment (EA) to address proposed amendments to the Airport's existing aircraft departure routes. Public involvement and input will be part of that ATO EA process (see: https://www.faa.gov/air_traffic/community_involvement/bur/).

M.3.6 Topical Response F: AIRCRAFT OPERATIONS AND ENPLANEMENTS

Many commenters speculated that the Proposed Project would reduce aircraft taxi time and that this would lead to more frequent aircraft departures at the Airport. The commenters specifically indicated that "taxi time will be cut in half, facilitating rapid-fire departures." In addition, many commenters stated that a replacement passenger terminal building that is larger than the existing passenger terminal building would be able to accommodate more aircraft operations and more passengers. Some commenters expressed support for a mandatory curfew on aircraft operations during nighttime hours. Some commenters expressed the idea that the aircraft gates at the replacement passenger terminal building would be able to accommodate larger aircraft than the existing passenger terminal building. Finally, some commenters stated their opposition of any "expansion" of the Airport.

Aircraft Taxi Times

The Proposed Project would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. As stated in **Section 4.3.2.1** of the EIS, the Proposed Project would

result in a decrease in overall taxi times for commercial aircraft by approximately 33%. This reduction is primarily associated with the location of the proposed replacement passenger terminal building in the northeast quadrant of the Airport and its proximity to the Runway 15 end (which is the primary departure runway at the Airport) compared to the location of the existing passenger terminal building in the southeast quadrant of the Airport. The reduction in taxi times would also result in a reduction in air pollutant emissions associated with aircraft taxiing at the Airport. However, this reduction in taxi time would not change the timing of scheduled aircraft departures. This is because airlines, not the Authority, schedule flights and departure times based on customer preferences and market conditions. FAA has air traffic control procedures to safely and orderly accommodate these schedule departures that are followed by air traffic control regarding the release of aircraft to depart on the same runway.² An aircraft cannot begin its takeoff roll until the aircraft that previously departed on that runway has reached a prescribed height. Thus, the timing and frequency of aircraft departures is not measured by taxi times but rather by the airlines' scheduled departure times and the FAA's air traffic control procedures, which would not change under the Proposed Project.

Aircraft Operations

As stated in **Section 1.2.3** of the EIS, the Airport does not currently operate at or near its maximum theoretical operational capacity and the Proposed Project would not affect any factors that change the maximum hourly, daily, or annual operational airfield capacity of the Airport. The ability of the Airport to accommodate air carrier, cargo, military, and general aviation operations is a function of the number of runways and configuration of the runway system, air traffic operational procedures, and supporting navigational aids. The Proposed Project would not change the number of gates nor the number or configuration of the runways. The length and configuration of the runways are also determining factors in the type and size of aircraft that can operate at the Airport, neither of which would change under the Proposed Project.

Airport Curfew

The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS,

² FAA. (2019). Order JO7110.65Y, *Air Traffic Control*,

a change in this voluntary curfew was not included as a component of the Proposed Project.

As stated in **Section 4.11.4** of the EIS and added to **Section 1.2.3** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

The Burbank-Glendale-Pasadena Airport Authority attempted to enact a mandatory curfew starting in 2000 by preparing a study in accordance with 14 CFR Part 161, *Notice and Approval of Airport Noise and Access Restrictions*, (Part 161 Study). The FAA issued its finding in 2009 that the Part 161 Study did not justify the imposition of a mandatory curfew. For more information on this topic, please see <https://hollywoodburbankairport.com/noise-environment/part-161-update/>.

Enplanements

The Proposed Project is a 14-gate passenger terminal building that would replace the existing 14-gate passenger terminal building. Also, as stated in **Section 1.2.3** of the EIS, the size of the passenger terminal building does not affect the number or passengers at an Airport. In accordance with FAA Advisory Circular 150/5070-6B, Chapter 7, Section 703, *Factors Affecting Aviation Activity*, key elements that influence passenger activity include economic and demographic characteristics, geographic attributes of the area where the airport is located, aviation-related factors such as local business activity, business developments in the airline industry (mergers, alliances and new market strategies), and other elements such as changes in air fares, changes in the level of local taxes, new environmental regulations, and attitudes of residents towards aviation. The EIS uses the FAA Terminal Area Forecast (TAF), which is the official FAA forecast of aviation activity for U.S. airports, to forecast the number of passengers at the Airport in future years. 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. The Proposed Project would not affect any factors that determine the growth in enplanements at the Airport occurring under the existing and forecasted conditions. Thus, both the No Action Alternative and the Proposed Project would accommodate the same number of passengers forecasted at the Airport.

Replacement of new facilities are also not elements or factors affecting aviation activity. A report by reported by the Transportation Research Board (TRB) Airport Cooperative Research Board (ACRP)³, Synthesis Report No. 2, *Airport Aviation Activity Forecasting*, found that:

“Air travel is fundamentally a derived demand. In the case of business travel, it represents an input of productivity; in the case of leisure travel, it is part of the consumption of a broader activity (e.g., taking a vacation or visiting friends or relatives). In both cases, air travel demand derives from the desire or need to be at a certain location for a certain purpose and perhaps a certain time.”

The report also discusses the drivers of airport aviation activity including: macroeconomic and demographic factors, airline market factors, air transport production costs and technology, regulatory factors, infrastructure constraints and improvements, and substitutes for air travel. The report does not include as a driver of aviation activity specifically the construction/replacement of a passenger terminal building. However, in the section of that report that discusses infrastructure constraints and improvements, it recommends accounting for the effects of induced demand associated with the impact generated from improvements to existing infrastructure, where that existing infrastructure constrains demand due to lack of capacity. In the case of BUR, the existing passenger terminal building has capacity to meet existing and future demand; thus, it has not had an impact on aviation demand at the Airport.

Additionally, FAA did a comparison with other medium-hub airports similar to BUR. Comparing the annual enplaned passengers to number of aircraft gates at other medium-hub airports, it found that the utilization rate per gate varies considerably (see **Table M.3.6-1**). While the Airport is in the top one-third of airports on the table in terms of gate utilization, eight other airports have a greater number of enplaned passengers per aircraft gate. The top five most heavily utilized airports accommodate 18 to 108 percent more passenger per gate than BUR. This data also shows that if BUR were to have a similar number of enplanements per gate as Austin-Bergstrom International Airport or Dallas Love Field, an increase in enplanements of 48 to 108 percent could occur with no change in the number of gates.

³ ACRP was established as an industry-driven, applied research program that develops near-term, practical solutions to problems faced by airport operators. ACRP is managed by the Transportation Research Board (TRB) of the National Academies of Sciences, Engineering, and Medicine.

TABLE M.3.6-1
AVERAGE ANNUAL ENPLANEMENTS PER GATE AT MEDIUM-HUB AIRPORTS IN THE U.S.

LOCID	Airport	Total Annual Enplanements (2018)	Number of Gates (2018)	Average Enplanements per Gate (2018)
DAL	Dallas Love Field	7,822,667	20	391,133
AUS	Austin-Bergstrom International	7,529,976	28	268,928
HOU	Houston William P. Hobby	6,998,192	30	233,273
OGG	Kahului	3,555,797	16	222,237
OAK	Oakland International	6,658,946	30	221,965
SNA	John Wayne Airport-Orange County	5,265,227	26	202,509
SAT	San Antonio International	4,708,540	24	196,189
SJC	Mineta San Jose International	6,857,311	35	195,923
BUR	Bob Hope "Hollywood Burbank"	2,634,964	14	188,212
SMF	Sacramento International	5,775,216	31	186,297
MSY	Louis Armstrong New Orleans Int'l	6,489,180	35	185,405
PDX	Portland International	9,710,400	55	176,553
RDU	Raleigh-Durham International	6,104,619	36	169,573
BNA	Nashville International	7,540,637	45	167,570
RSW	Southwest Florida International	4,547,800	28	162,421
JAX	Jacksonville International	3,024,620	20	151,231
SJU	San Juan Luis Munoz Marin Int'l	3,872,478	27	143,425
BDL	Hartford Bradley International	3,250,090	23	141,308
MCI	Kansas City International	5,740,044	42	136,668
OMA	Eppley Airfield	2,407,966	20	120,398
ABQ	Albuquerque International Sunport	2,624,302	22	119,286
PBI	Palm Beach International	3,256,783	28	116,314
IND	Indianapolis International	4,587,855	40	114,696
CMH	Port Columbus International	3,891,913	34	114,468
PVD	Providence T. F. Green State	2,151,115	22	97,778

LOCID	Airport	Total Annual Enplanements (2018)	Number of Gates (2018)	Average Enplanements per Gate (2018)
BUF	Buffalo Niagara International	2,487,349	26	95,667
ONT	Ontario International	2,445,032	26	94,040
STL	Lambert-St. Louis International	7,514,677	86	87,380
CLE	Cleveland-Hopkins International	4,648,561	54	86,084
PIT	Pittsburgh International	4,612,536	56	82,367
CVG	Cincinnati/Northern Kentucky Int'l	4,185,184	51	82,062
MEM	Memphis International	2,182,219	29	75,249
ANC	Ted Stevens Anchorage International	2,603,395	35	74,383
MKE	General Mitchell International (Milwaukee)	3,456,340	55	62,843

Source: RS&H, 2020.

In the past fifteen years, there have been three other medium-hub airports (Indianapolis International, Jacksonville International, and Sacramento International) that have opened replacement passenger terminal buildings (see **Table M.3.6-2**). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these three replacement terminals were opened. In comparing the number of passengers prior to and after the opening of the replacement passenger terminal building, it is evident that there is no correlation between the construction of a replacement passenger terminal building and an increase in annual enplanements.

This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic climate of the region served by the airport, not the attractiveness of a new passenger terminal building.

TABLE M.3.6-2
ENPLANEMENTS AT THREE MEDIUM-HUB AIRPORTS BEFORE AND AFTER OPENING OF A REPLACEMENT
TERMINAL BUILDING

Year	Total Enplanements in the United States	Indianapolis International Airport Enplanements (Opening Year: 2008)	Jacksonville International Airport Enplanements (Opening Year: 2010)	Sacramento International Airport Enplanements (Opening Year: 2011)
2005	736,162,135	4,249,529		
2006	738,005,688	3,996,076		
2007	762,397,236	4,091,517	3,139,856	
2008	735,296,907	4,092,456	3,011,401	5,140,164
2009	696,810,031	3,747,003	2,802,543	4,490,367
2010	712,632,374	3,689,624	2,727,113	4,443,303
2011	724,741,038	3,700,168	2,734,770	4,370,865
2012	731,800,470		2,614,884	4,369,758
2013	738,981,143		2,545,262	4,264,435
2014	761,288,443			4,338,637

Source: RS&H, 2020;

https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/previous_years/#2007

Aircraft Size

With respect to the size of aircraft that could be accommodated at the replacement passenger terminal building, **Section 1.2.3** of the EIS and FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*, Chapter 3, the size of aircraft that can be accommodated at the Airport is dictated by the length and configuration of the runways at the Airport. As stated in **Section 4.11.4** and added to **Section 1.2.3** of the EIS, the Proposed Project does not result in changes to runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace as compared to the No Action Alternative. Every aircraft that would be accommodated on the aircraft parking apron associated with the replacement passenger terminal building can currently operate at the Airport. For example, the family of Boeing 737 MAX aircraft are in Airplane Design Group (ADG) III, which is within the current fleet mix operating at the Airport and can be accommodated at the existing passenger terminal building. The Proposed Project would be designed to accommodate ADG III aircraft. Any changes in commercial airline fleet mix would be the result of decisions made by airlines to meet the travel demand of the general public as well as other factors independent of the implementation of the

proposed replacement passenger terminal building. The FAA does not make those decisions for the Airport or the airlines.

Expansion of the Passenger Terminal Building

With respect to the opposition of an “expansion” of the Airport and/or terminal, the proposed replacement passenger terminal building would have 14 aircraft gates, which is the same number of aircraft gates at the existing passenger terminal building. The proposed replacement passenger terminal building itself would increase by 123,000 square feet. However, as stated in **Section 1.3** of the EIS, the additional square footage would provide space and facilities to better meet the current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Increasing the size of the passenger terminal building does not increase the capacity of the airfield to accommodate additional aircraft operations (takeoffs or landings). Additionally, as stated in the **Section 1.2.3** of the EIS, the replacement of existing facilities are not elements or factors affecting aviation activity. Therefore, as stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building as well as meet FAA Airport Design Standards, building requirements and the need identified in **Section 1.3** of the EIS.

M.3.7 Topical Response G: SAFETY

Many commenters indicated that the Proposed Project does not address all airfield safety issues at the Airport. The commenters state that the proposed replacement passenger terminal does not fix the safety issues related to the airfield, specifically the absence of the Obstacle Free Zone at the end of Runway 15, the 200+ daily “runway incursions”, and the runway safety areas that do not meet FAA standards.

The Proposed Project is not intended to address all airfield safety issues at the Airport, as multiple comments have suggested, but rather a specific problem. As discussed in **Section 1.3** of the EIS, the location of the existing passenger terminal building in relation to the runways/taxiways does not meet current FAA Airport Design Standards. The Proposed Project is intended to resolve the non-standard conditions at the existing passenger terminal building location by relocating the passenger terminal to another location on the Airport that would meet current FAA Airport Design Standards. Further, the Proposed Project is intended to meet passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The comments requesting other projects to be included as part of the Proposed Project are outside the scope of the EIS.

Paragraph 102(nnn) of FAA Advisory Circular 150/5300-13A – Airport Design defines Obstacle Free Zone (OFZ) as “an area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the Object Free Area (OFA) for air navigation or aircraft ground maneuvering purposes.” Paragraph 308(a) of Advisory Circular 150/5300-13 further identifies the length and width of the Obstacle Free Zone which is 400 feet wide (large aircraft) and extending 200 feet beyond each runway end. The purpose of the OFZ is to preclude aircraft and other objects from penetrating the airspace within the OFZ during aircraft operations (landings and takeoffs). The Proposed Project would not affect the runway use nor the OFZs at the Airport. However, as stated in **Section 1.3** of the EIS, the Proposed Project would address issues related to the proximity of the passenger terminal building to the Runway Object Free Area (ROFA) and Taxiway Object Free Area (TOFA). Decisions to develop the Airport are the responsibility of the local airport sponsor, not the FAA. In the future, if the Authority proposes to make additional safety improvements addressing the existing OFZ conditions at the Airport, the FAA will review and evaluate those proposed projects when they are ripe for decision.⁴ Any such projects would be a separate and independent action and would be subject to separate environmental review in compliance with NEPA.”

With regard to the alleged 200+ runway incursions mentioned in multiple comment submissions, these comments mischaracterize the pushback of aircraft from the gates and taxi operations as runway incursions.^{5 6} The definition of a “runway incursion” is *“the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft”*. A surface incident is: “An unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight. Since the pushback of aircraft from the gates and taxi operations adjacent to the existing terminal are coordinated with the Air Traffic Control Tower, those operations are permitted and would not be considered runway incursions. Further, as discussed in **Section 1.3** of the EIS, relocation of the

⁴ FAA. (April 28, 2006). Federal Aviation Administration Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, Section 202.c.(2006).

⁵ https://www.faa.gov/airports/runway_safety/resources/runway_incursions/. Runway incursions are the “incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft.”

⁶ FAA has implemented safety protocols at BUR to maintain safety. This includes coordination with the Air Traffic Control Tower for the pushback of aircraft from the gates and taxi operations adjacent to the existing passenger terminal building.

terminal is expected to reduce the number of runway crossings for departing or arriving aircraft, which would reduce the opportunity for incursions on the airfield.

As stated in **Section 1.5** of the EIS and pursuant to 49 USC § 47107(a)(16), the Authority is seeking an unconditional approval of portions of the ALP subject to FAA review and approval, which includes those project components associated with constructing a replacement terminal, identified in **Section 1.4** of the EIS. As a result of this request for the unconditional approval of portions of the ALP by the Authority, the FAA must review the Proposed Project in compliance with NEPA. This EIS is focused on the proposed replacement passenger terminal building project, which is depicted on the ALP that the Authority is seeking FAA approval for and would enable the Authority to meet current FAA Airport Design Standards for the passenger terminal building. It is not the intent of the Proposed Project to address all non-standard airport design issues at the Airport.

If the Authority proposes to make additional safety improvements at the Airport in the future, the FAA will review and evaluate those proposed projects when they are ripe for decision.⁷ Any such projects would be a separate and independent action and would be subject to environmental review in compliance with NEPA.

M.3.8 Topical Response H: AIR QUALITY

Many commenters indicated that air pollution would be worse with the Proposed Project and that the EIS did not address air quality impacts.

As stated in **Section 4.3** of the EIS, potential effects on air quality must be analyzed for compliance with NEPA and the federal Clean Air Act of 1970, (CAA) [42 USC § 7401], as amended by the Clean Air Act Amendments of 1990 (CAAA). FAA Orders 1050.1F and 5050.4B determine the need for, define the type(s) of, and establish the extent of an air quality assessment required for airport-related actions and projects. Guidelines for air quality analyses are also included in the *Aviation Emissions and Air Quality Handbook Version 3*. The requirements in all of these documents were followed in preparing the air quality assessment for this EIS.

Further, the *FAA Order 1050.1F Desk Reference* states that an air quality assessment prepared under NEPA should include an analysis and conclusion of a proposed project's impacts on air quality, as well as an evaluation of the effects on

⁷ FAA. (2006, April 28). Federal Aviation Administration Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, Section 202.c.

the National Ambient Air Quality Standards (NAAQS).⁸ FAA Order 5050.4B further provides that, for NEPA purposes, environmental analyses must determine if the air quality impacts of any reasonable alternative would exceed the NAAQS for the time periods analyzed. Therefore, the air quality assessment focuses on the Proposed Project's potential air emission impacts relative to the NAAQS.

As discussed in **Section 4.3.2** of the EIS and included in **Appendix E** of the EIS, an *Air Quality Protocol* (Protocol) was developed to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and to conduct the air quality impact analyses under NEPA. In addition, the Protocol identifies the methodology and tools, such as the use of the Aviation Environmental Design Tool (AEDT) as the air quality model, needed to complete the conformity analysis under the CAA. The purpose of the Protocol was to document the approach FAA would use in its analysis. FAA coordinated the Protocol with the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (U.S. EPA). The SCAQMD, CARB, and the U.S. EPA concurred with the Protocol while SCAG deferred comments on the Protocol to FAA, U.S. EPA, CARB and the SCAQMD.

The assumptions established in the Protocol were used to run the AEDT model which calculates the emissions associated with the No Action Alternative and the Proposed Project. These emissions are analyzed in order to determine if they would exceed the NAAQS for any of the criteria pollutants. As shown in **Tables 4.3-7** and **4.3-8** of the EIS, the air quality analysis determined that, compared to the No Action Alternative, the Proposed Project would not violate any of the NAAQS in 2024 and 2029. The increase in combined construction and operational emissions from the Proposed Project would not exceed the *de minimis* thresholds. Thus, the Proposed Project results in emissions that are exempt from the requirement to perform a general conformity determination. Thus, the EIS does provide a detailed analysis of the air quality impacts associated with the Proposed Project and concluded that the Proposed Project would not result in any significant increase in air pollutants. Furthermore, the U.S. EPA confirmed in its comment submission (see Commenter A-5) that the proposed project would not exceed *de minimis* thresholds for the Clean Air Act General Conformity and would not contribute to a violation or delay of timely attainment of NAAQS.

⁸ FAA. (2015). *Aviation Emissions and Air Quality Handbook Version 3 Update 1*. Retrieved September 2019, from FAA: https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/media/Air_Quality_Handbook_Appendices.pdf.

M.3.9 Topical Response I: DEPARTMENT OF TRANSPORTATION SECTION 4(f)

Many commenters asserted that the Draft EIS did not adequately analyze impacts to Section 4(f) properties. Specifically, the commenters indicated that the Section 4(f) properties in the southern San Fernando Valley were not analyzed and that the FAA failed to consult with appropriate governing agencies.

As stated in **Section 4.6** of the EIS, FAA identified all Section 4(f) resources in the General Study Area that could potentially be affected by the Proposed Project. The Section 4(f) resources identified in the comments (i.e., parkland associated with the Santa Monica Mountains) are not within the General Study Area (see Topical Response A for a further discussion of the General Study Area). As stated in **Section 4.6.4** of the EIS, fourteen Section 4(f) resources exist within the General Study Area and five of those resources are within the Detailed Study Area and the CNEL 65 dB noise contour (Hangar 1, Hangar 2, the Portal of the Folded Wings Shrine to Aviation, Larry L. Maxam Memorial Park, and the Maple Street Playground). A 1.5 dB increase in the 65 dB CNEL contour from the No Action Alternative is the threshold of significance for airport noise compatibility planning as described in 14 CFR Part 150. As stated in **Section 1.2.3** of the EIS, the Proposed Project would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Since the Proposed Project would not impact aircraft fleet mix or number and timing of operations, no change in noise contours would occur as a result of the Proposed Project, in comparison to the No Action Alternative. Furthermore, expanding the General Study Area to include the South San Fernando Valley would not change the result since the Proposed Project would not affect the runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace at the Airport. Thus, the FAA appropriately concluded that there was no physical or constructive use of any DOT Act Section 4(f) resources within the General Study Area for the Proposed Project.

As specified in *FAA Order 1050.1F Desk Reference*, the FAA must consider comments by the Department of Interior (DOI) and consult with other agencies having jurisdiction over public parks, recreation areas, waterfowl or wildlife refuges, or historic sites. **Chapter 5** of the EIS lists the agencies that were invited to the Scoping Meeting at the beginning of this EIS process and the same agencies were provided a copy of the Draft EIS for review. That list of agencies included agencies with jurisdiction over Section 4(f) resources. The DOI reviewed the EIS and indicated that no DOI bureaus identified any concerns with the Section 4(f) evaluation and relevant National Park Service programs have indicated that they

have no comments (see Commenter A-4). In addition, the DOI concurred that there is no feasible and prudent alternative to the Proposed Project.

M.3.10 Topical Response J: HAZARDS

Many commenters indicated that fire and safety risks resulting from changes in the flight paths were not considered in the EIS. Specifically, the commenters asserted that fire and safety risks in areas south of the Airport needed to be analyzed.

As stated in the **Section 4.11.4** of the EIS, the Proposed Project would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Therefore, the flight procedures at the Airport would not change as a result of any of the alternatives analyzed in the EIS and no increase in fire risk would occur in areas south of the Airport as a result of the Proposed Project. Furthermore, the areas identified in the comments regarding increased fire risk are not within the General Study Area (see Topical Response A for a further discussion of the General Study Area). Thus, the evaluation of fire hazards in areas that are not within the General Study Area is outside the scope of this EIS.

M.3.11 Topical Response K: NOISE

Many commenters indicated that noise from aircraft operating to and from the Airport would be worse with the Proposed Project and that the EIS did not address these noise impacts. Many commenters asserted that they are annoyed by the aircraft noise in Santa Clarita and the southern San Fernando Valley.

As stated in **Section 4.11.2** of the EIS, the methods used to describe existing and forecast noise conditions at the Airport rely extensively on the Aviation Environmental Design Tool (AEDT), Version 3b.⁹ In addition, **Section 4.11.2** of the EIS indicates that the Proposed Project would not increase the number or alter the type or timing of aircraft used at the Airport. As a result, the number of aircraft operations for the No Action Alternative and the Proposed Project are the same and the noise contours for both scenarios are the same. **Exhibits 4.11-1** and **4.11-2** show the CNEL 65 dB noise contours associated with the No Action Alternative and the Proposed Project for 2024 and 2029, respectively. The number of residential properties in the CNEL 65 dB and greater noise contour would be the same for both

⁹ When this EIS began, AEDT Version 3b was the most current version of the model and therefore, was used for the analysis in this EIS.

the No Action Alternative and the Proposed Project during each study year analyzed (2024 and 2029).

With respect to the comments regarding annoyance in Santa Clarita and the southern San Fernando Valley, **Section 4.11.4** of the EIS indicated that the Proposed Project would not result in changes to the runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Thus, no change in the noise environment would occur as a result of the Proposed Project compared to the No Action Alternative.

For a discussion on the separate independent project regarding flight procedures, see Topical Response N: Connected Actions.

M.3.12 Topical Response L: SOCIOECONOMICS

Many commenters asserted that the EIS did not properly analyze socioeconomic impacts in the southern San Fernando Valley. Specifically, the commenters indicated that the analysis should include a decline in property values, an inability to work from home, and expensive and detrimental health impacts that are the result of changes in flight paths.

The southern San Fernando Valley is outside the General Study Area because the direct and indirect impacts of the Proposed Project do not occur in this area (see Topical Response A for a further discussion of the General Study Area). Thus, the evaluation of impacts to areas that are not within the General Study Area is beyond the scope of this EIS.

The determination of whether the Proposed Project may have a significant environmental impact under NEPA is made by considering the relevant environmental impact categories and comparing impact to the FAA's thresholds of significance as outlined in FAA Order 1050.1F. The assessment of property values and the ability to work from home are not environmental impact categories outlined in FAA Order 1050.1F. The Proposed Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies.

While certain comments implied that changes in aircraft noise is affecting property values, the Proposed Project would not alter the noise contours when compared to the No Action Alternative. Therefore, noise from the Proposed Project could not be a basis for affecting property values one way or the other.

Specific studies of the impact of noise at the Airport on real property values is not required under NEPA and the FAA has not conducted any such studies for this EIS.

Nevertheless, there are a limited number of studies that have attempted to measure the impact of aircraft noise on property values. One of the difficulties in evaluating the effect of aircraft noise on property values is the application of findings from one location to another. *The Effect of Airport Noise on Housing Values*¹⁰, report prepared in 1994 for the FAA, outlined a viable method of examining the effects of airport noise on housing values at the national level by using an approach referred to as the “neighborhood pair model”. A series of studies conducted at Baltimore-Washington International, Los Angeles International, and New York LaGuardia and Kennedy International Airports determined that the neighborhood pair model can be used to establish the boundaries of the effect that airport noise has on housing values at a given airport. However, it was recommended that this approach not be used to determine property values due to the small sample size. Furthermore, the report concluded that *“Although these studies have been useful in providing some insight into this complex issue, it is difficult to draw any clear and unambiguous conclusions from the results, since each of the studies used a variety of quantitative and qualitative techniques, different measures of noise, and dissimilar sources of information. Therefore, the results of the study cannot be applied to airports in any general overall sense.”* Studies conducted at other national airports have concluded that airport noise only has a slight effect on property values within the 65 Day Night Average (DNL) or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Section 4.12.1.4 of the EIS provides an assessment of potential socioeconomic impacts associated with the Proposed Project as compared to the No Action Alternative. A temporary increase in employment would occur as a result of construction of the replacement passenger terminal building and a permanent increase of about 135 employees would occur as a result of the Proposed Project. This is less than 0.2 percent of total Burbank employment. This increase would be accommodated within the existing housing market and with the economic activity that exists in Burbank. Because the analysis did not show significant socioeconomic

¹⁰ Booz-Allen & Hamilton, Inc. *Effect of Airport Noise on Housing Values: A Summary Report*. 1994. (Prepared for the Federal Aviation Administration, Office of Environment and Energy.)

impacts from the Proposed Project when compared to the No Action Alternative, no change in property values would be anticipated.

With respect to detrimental health impacts mentioned in the comments, **Appendix E-4** of the EIS identifies the hazardous air pollutants (HAPs) associated with the construction and operation of the Proposed Project. As stated in **Section 4.3.2.2** of the EIS, the emissions of HAPs were addressed in accordance with the FAA's *Speciated Organic Gas Emissions from Airports Guidance* document. In addition, and in accordance with the FAA Orders 1050.1F and 5050.4B and the 2015 FAA Air Quality Handbook (Handbook), a Health Risk Assessment (HRA) is not required in the EIS. The Air Quality Handbook states,

"it is also important to note that other than an emissions inventory, a hazardous air pollutants (HAPs) assessment prepared for the FAA must not include any other type of analysis including, but not limited to, atmospheric dispersion modeling, toxicity weighting, or human health risk analyses. These types of assessments require a more complete understanding of the reactions of HAPs in the atmosphere and downstream plume evolution as well as human exposure patterns. Because the science of these relationships with respect to aviation-related HAPs is still evolving, the corresponding level of understanding is also currently limited."

A Protocol for the assessment of impacts under NEPA and General Conformity Determination was developed as part of the EIS to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. This Protocol did not include the preparation of an HRA. FAA consulted with SCAQMD, CARB, SCAG, and U.S. EPA on the Protocol. The SCAQMD, CARB, and the U.S. EPA concurred with the Protocol while SCAG deferred comments on the Protocol to FAA, U.S. EPA, CARB and the SCAQMD. In addition, an HRA is not required under federal statute or regulation. FAA notes that although an HRA is not required for the federal EIS, an HRA was prepared for the CEQA EIR, which discloses health assessment information and concluded maximum impacts would be less than significant to all populations within the study area.

M.3.13 Topical Response M: CUMULATIVE IMPACTS

Several commenters believe that the EIS does not adequately analyze cumulative impacts. Specifically, the commenters state that a variety of other projects should be included in the cumulative impact analysis, including the Avion property, an Amazon distribution center, a hotel, the expansion of an aircraft ramp at the

Airport, California High Speed Rail, and the change in flight paths for aircraft operating at the Airport.

As stated in **Section 1.1** of the EIS, this EIS has been prepared in compliance with the Council of Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of NEPA*.¹¹ After publication of the Draft EIS, updated CEQ Regulations went into effect on September 14, 2020, which was during the public comment period for the Draft EIS. The updated CEQ Regulations eliminated cumulative impacts from NEPA review. However, because the Draft EIS was published prior to the date when the new CEQ Regulations went into effect, cumulative impacts are included in this EIS.

The FAA consulted with both the City of Los Angeles and the City of Burbank, as well as the Authority to obtain the cumulative projects that would occur in the General Study Area. These projects are listed in **Section 3.16** of the EIS and are included in the analysis of cumulative impacts in **Section 4.15** of the EIS.

One of the projects identified in the comments to be included in the cumulative impact analysis is the Avion Business Park development project in the City of Burbank. This project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is included as a cumulative project and listed in **Table 3.16-1** of the EIS. This is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. As stated in **Section K.4** and in **Table K.4-1** in **Appendix K** of the EIS, the Avion Business Park development project was explicitly accounted for in the forecast of future surface traffic conditions. The Avion Business Park development project would add substantial amounts of surface traffic to Hollywood Way and would affect turning movement traffic volumes at key study intersections in the vicinity of the Airport. Therefore, the surface traffic analysis in the EIS accounts for the increase in Avion Business Park development project. The cumulative impacts analysis in **Section 4.15** of the EIS also includes the Avion Business Park development project.

¹¹ 40 CFR §§ 1500-1508 (1978).

Similar to the Avion Business Park development project, the proposed hotel at 2500 North Hollywood Avenue was explicitly included in the surface traffic analysis and is identified in **Table K.4-1** of the EIS.

The California High Speed Rail project also is included in **Table 3.16-1** of the EIS and was included as part of the cumulative impact analysis in **Section 4.15** of the EIS.

The Delta Ramp Rehabilitation project mentioned in the comments is listed in **Table 3.16-1** of the EIS as a cumulative project as being completed in 2019 and was analyzed as a cumulative project in the EIS. However, the Delta Ramp Rehabilitation project was updated to include the expansion of the Delta Ramp and the FAA signed the Categorical Exclusion (CATEX)¹² for this updated project in 2020. The Delta Ramp has been used for Remote Overnight (RON) parking prior to the Delta Ramp Rehabilitation project and the expansion of the Delta Ramp is on land already owned by the Authority and which was developed and used as part of the apron in the past. This project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. This project is currently under construction. As a result, **Table 3.16-1** of the EIS is updated to show that the Delta Ramp rehabilitation and expansion project will be completed in 2021. However, this project does not change the EIS's cumulative impacts analysis because, as shown in the FAA-signed Delta Ramp Rehabilitation and Expansion CATEX (see **Appendix M, Attachment A, Exhibit N**), there is no change in aircraft operations and there are no significant impacts associated with this project. As such, the inclusion of the Delta Ramp expansion project does not change the cumulative impacts analysis in the EIS.

The FAA Air Traffic Organization (ATO) proposed departure procedure amendments project (i.e., the change in flight procedures), was included as a cumulative project in **Table 3.16-1** of the EIS. As stated in **Section 1.2.3** of the EIS, the forecast increase in operations would occur with or without the Proposed Project. Additionally, as stated in **Section 4.11.2** of the EIS, the Proposed Project would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Flight procedures used for the noise analysis in the EIS were presented in **Appendix J** of the EIS, and do not include ATO's proposed procedure amendments.

¹² Categorical exclusions are categories of actions that the FAA has determined, based on previous experience, do not have significant individual or cumulative impact on the quality of the human environment except in extraordinary circumstances.

As stated in **Section 4.11** of the EIS, the Proposed Project would not result in a change to the existing flight procedures. Therefore, there would be no change to the noise contours between the No Action Alternative and the Proposed Project in either study year. As stated in **Section 4.15** of the EIS, environmental resource categories that would not result in potential adverse effects as a result of the Proposed Project cannot result in cumulative impacts. Since the Proposed Project would not result in any aircraft noise-related impacts, no cumulative impact analysis associated with change in the flight procedures outside the General Study Area is warranted.

M.3.14 Topical Response N: CONNECTED ACTIONS

Many commenters indicated that they believe that the Proposed Project is related to changes in the flight paths for aircraft departing the Airport. Specifically, numerous commenters stated that they believed that the Proposed Project and any change in flight paths for aircraft operating to and from the Airport are connected actions.

In accordance with 40 CFR § 1508.25(a) and FAA Order 1050.1F, Section 2-3.2(b), a connected action is defined as “closely related actions that:

- (a) automatically trigger other actions,
- (b) cannot or will not proceed unless other actions are taken previously or simultaneously, and
- (c) are independent parts of a larger action and depend on the larger action for their justification.”

A project has independent utility when the project has logical starting and end points and would have a useful purpose without relying on other transportation improvements.¹³


Thus, in order for the replacement passenger terminal building and the change in the flight procedures to be connected actions, the construction of a replacement passenger terminal building could not be implemented without the change in the flight procedure or the change in the flight procedure could not be implemented without the construction of a replacement passenger terminal building. The comments acknowledged that a change in flight procedures occurred in 2017. These changes to the flight procedures occurred independent of construction of a replacement passenger and have no relationship to the location of the passenger terminal building at the Airport. Any future change in flight procedures is not

¹³ FAA. (2006, April 28). Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Section 202(c)(4)(a).

dependent on the location of a replacement passenger terminal building at the Airport. Similarly, a replacement passenger terminal building could be constructed without any change in flight procedures for aircraft operating to and from the Airport. Further, as stated in **Section 4.11.4** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Thus, these projects are separate and independent and are not connected actions.

M.4 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIS

Commenter A-1
LaDonna DiCamillo
California High Speed Rail Authority


CALIFORNIA
 High-Speed Rail Authority

October 27, 2020

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GOVERNOR



Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

RE: Draft Environmental Impact Statement (DEIS) for the Proposed Replacement Terminal Project at Bob Hope “Hollywood Burbank” Airport

Dear Ms. Mbakoup:

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 letter in response to the Draft Environmental Impact Statement (DEIS) published by the Federal Aviation Administration (FAA) under the National Environmental Policy Act (NEPA) on August 21, 2020, for the Proposed Replacement Terminal Project at Bob Hope “Hollywood Burbank” Airport. The comment period on this DEIS ends on October 27, 2020.

The Authority released our Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the California High-Speed Rail Burbank to Los Angeles Project Section on May 29, 2020. The comment period for this document closed on August 31, 2020. The DEIR/EIS evaluated a station at Hollywood Burbank Airport as the proposed high-speed rail (HSR) station location in the San Fernando Valley. The Burbank Airport HSR station is an important consideration for the Hollywood Burbank Airport Replacement Terminal Project DEIS as both projects will occur in the general airport vicinity.

Throughout this process the Authority has worked collaboratively with the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority to select a station location near the Hollywood Burbank Airport. The proposed HSR Burbank Airport Station would be located east of the proposed Hollywood Burbank Airport Replacement Passenger 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 Hollywood Burbank Airport, proximity to Metrolink and Amtrak passenger rail stations on both the Ventura and Antelope Valley Lines, and potential for a transit-oriented development within the Golden State Specific Plan area currently being studied by the City of Burbank.

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As described in Chapter 2 of the Authority's DEIR/EIS, the Burbank Airport Station and construction methods have been designed to be compatible with the Hollywood Burbank Airport Terminal Replacement Project. Please refer to Sections 2.5.2.2 and 2.9.5.3 of the Authority's DEIR/EIS for a detailed description of the alignment, underground station, and construction method. Figures 2-29 and 2-30 in the Authority's DEIR/EIS illustrate preliminary Burbank Airport station layout concepts. The DEIR/EIS is available here:

https://hsr.ca.gov/programs/environmental/eis_eir/draft_burbank_los_angeles.aspx

Section 3.16 of FAA's Hollywood Burbank Airport Terminal Replacement DEIS addresses cumulative impacts. Table 3.16-1 identifies the Authority's proposed Burbank Airport station and tunnel beneath the Hollywood Burbank Airport, consistent with the Authority's DEIR/EIS. Table 3.16-1 states, however, that the HSR project is provided for information purposes only because construction would not overlap with the Terminal Replacement Project. The footnote to Table 3.16-1 on page 3-104 states: "The FAA has been advised by California High Speed Rail (CHSR) that construction is proposed to start in 2029 but the funding has not been secured and the environmental review for the project is still in progress." The reference to 2029 is incorrect. In the Final EIS, please reword the sentence to identify 2029 as the year California HSR Phase 1 operation is assumed to begin, consistent with the assumptions in the Authority's Burbank to Los Angeles Section DEIR/EIS. The precise timing of construction for the Authority's Burbank Airport Station and the Burbank to Los Angeles Project Section as a whole will be determined after completion of the environmental review process, final decisions by the Authority's Board, and receipt of funding for project construction.

If you have any questions on this letter, please contact Diane Ricard, Burbank to Los Angeles to Anaheim Project Manager, at (213) 700-2476 or diane.ricard@hsr.ca.gov. We look forward to future coordination with the FAA on our respective projects.

Sincerely,



LaDonna DiCamillo, Southern California Regional Director
California High-Speed Rail Authority

Cc: Scott Rothenberg, Supervising Environmental Planner
Diane Ricard, Project Manager, Burbank to Los Angeles to Anaheim

RESPONSE TO COMMENTER A-1

1. The footnote to **Table 3.16-1** in the EIS has been revised to state that 2029 represents the year that Phase I of the California High Speed Rail (CHSR) operation is assumed to begin, and that construction will be determined following the completion of the environmental review process, receipt of funding, and final decisions by the California High Speed Rail Authority (CHSRA) Board.

Commenter A-2
Michael Feuer and Paul Krekorian
City of Los Angeles



September 11, 2020

VIA U.S. MAIL AND EMAIL

Mr. Steve Dickson
Federal Aviation Administration Administrator
800 Independence Avenue SW
Washington DC 20591

RE: Request for Comment Period Extension, Draft EIS for the Proposed Replacement Passenger Terminal Project, Bob Hope "Hollywood Burbank" Airport, Burbank, Los Angeles County, California. (Released August 21, 2020)

Dear Mr. Dickson:

On behalf of the City of Los Angeles, and the people of the City of Los Angeles, this letter requests a 75-day extension of the 45-day period for public comment concerning the FAA's Draft Environmental Impact Statement for the Proposed Replacement Passenger Terminal Project, Bob Hope "Hollywood Burbank" Airport, Burbank, Los Angeles County, California. (Released August 21, 2020) ("DEIS"). Currently, the comment period ends October 5, 2020. The City and the people of the City of Los Angeles request more time to review the DEIS.

As stated in FAA Order 5050.4B ("NEPA Implementing Instructions for Airport Action"), Section 1102, the FAA will normally grant a 15-day extension where a commenting agency such as the City requests more time to review a DEIS. The City is requesting an additional 60-days beyond those 15 extra days as recognized by Order 5050.4B, section 1102(b)(1), and provided by the NEPA implementing regulations at 40 CFR 1560.10(d).

The extra time should be afforded to ensure full public participation in the environmental review of the Burbank replacement terminal project. The DEIS consists of 2881 pages and addresses a number of potential environmental impacts concerning an important

1

Mr. Steve Dickson
FAA Administrator
September 11, 2020
Page 2

project that directly effect the lives of the City's residents and businesses in direct proximity to the project. Because the City is not represented on the Burbank-Glendale-Pasadena Airport Authority, public comment on Burbank Airport projects is the only means for the City and the people of the City of Los Angeles to be heard as part of environmental review. The City requests this additional amount of time so the City and its residents can fully review the DEIS to determine whether comments are appropriate.

1

Given the imminent October 5, 2020, deadline for comments, the City respectfully requests a response to this extension request at the earliest possible date.

Sincerely,


MICHAEL N. FEUER
Los Angeles City Attorney


PAUL KREKORIAN
Councilmember, 2nd District

RMM:ev

CC: The Honorable Dianne Feinstein, United States Senator
The Honorable Kamala Harris, United States Senator
The Honorable Tony Cardenas, Member of Congress
The Honorable Ted Lieu, Member of Congress
The Honorable Brad Sherman, Member of Congress
The Honorable Adam Schiff, Member of Congress
Raquel Girvin, FAA Western-Pacific Region Administrator (Raquel.Girvin@faa.gov)
Edvige B. Mbakoup, Environmental Protection Specialist, FAA Western-Pacific Region
(Edvige.B.Mbakoup@faa.gov)

RESPONSE TO COMMENTER A-2

1. FAA granted a 22-day extension which extended the comment period to a total of 67 days. See Topical Response C: Extend Comment Period.

Commenter A-3
Robert Mahlowitz
City of Los Angeles

The following is the main body of this letter. For the appendices to the letter, see **Attachment A**.



MICHAEL N. FEUER
CITY ATTORNEY

October 26, 2020

Via Overnight Mail

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Re: City of Los Angeles Comments on the Draft Environmental Impact
Statement prepared for the Proposed Replacement Passenger Terminal
Project at the Bob Hope “Hollywood Burbank” Airport

Dear Ms. Mbakoup:

The City of Los Angeles (“City”) appreciates the opportunity to provide comments on the August 2020 Draft Environmental Impact Statement (“DEIS”) prepared by the Federal Aviation Administration (“FAA”) for the Proposed Replacement Passenger Terminal Project (the “Proposed Action”) at the Bob Hope “Hollywood Burbank” Airport. For the reasons set forth in detail below, the City requests the FAA revise and recirculate the DEIS to address the City’s concerns and achieve compliance with the National Environmental Policy Act (“NEPA”) (42 U.S.C. § 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA (40 C.F.R. §§ 1500–1508.)

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This letter also includes expert comments in the corresponding exhibits, a comment letter from the City of Los Angeles Department of Transportation (“LADOT”) at Exhibit A, and a technical letter from Environmental Compliance Solutions, experts on air quality and NEPA, at Exhibit B. These comments are incorporated herein by

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Ms. Edvige B. Mbakoup
Bob Hope “Hollywood Burbank” Airport Terminal Replacement DEIS
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reference; thus, the FAA must also respond to the specific comments provided in Exhibits A and B. This letter includes the following sections:

I.	The DEIS lacks an adequate description of the Proposed Action.....	2
II.	The DEIS must be revised and recirculated to take a hard look at the Proposed Action’s adverse effects.	4
A.	The DEIS fails to take a hard look at the Proposed Action’s air quality impacts.....	5
B.	The DEIS fails to take a hard look at the Proposed Action’s transportation effects.	7
C.	The DEIS fails to take a hard look at the Proposed Action’s health impacts	8
D.	The DEIS fails take a hard look at the Proposed Action’s noise and vibration impacts, including impacts to nearby residents, including those in the City of Los Angeles.....	12
E.	The DEIS fails to take a hard look at the Proposed Action’s impacts on environmental justice.	14
F.	The DEIS fails to take a hard look at the Proposed Action’s socioeconomic impacts on the City of Los Angeles, its residents, or businesses.	19
G.	The DEIS fails to take a hard look at cumulative impacts.	20
III.	The DEIS fails to analyze all interconnected actions as a single course of action – resulting in improper segmentation.	23
IV.	The FAA may not foreclose consideration of reasonable alternatives merely because the Airport Authority has approved the Proposed Action; NEPA prohibits the FAA from predetermining the outcome of its environmental review.	25
	Enclosures: Exhibits A to O	27

I. The DEIS lacks an adequate description of the Proposed Action.

First, as a threshold matter, the DEIS lacks a complete and easy-to-understand description of the Proposed Action as required by NEPA. (40 C.F.R. § 1502.10(a) [An EIS should be drafted and organized in a way “that will encourage good analysis and clear presentation of the alternatives including the proposed action”].) The FAA’s DEIS is defective because, to understand the Proposed Project, a reader must piece together information provided in various parts of the DEIS, including the Executive Summary, Purpose and Need, and Alternatives chapters. This organization is contrary to NEPA,

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which requires an EIS to be “easily understood.” (*Columbia Basin Land Protection Assn. v. Schlesinger* (9th Cir. 1981) 643 F.2d 585, 610; see also *NRDC v. Hughes*, 437 F. Supp. 981 (D.D.C. 1977) (enjoining project due to inadequate project description) modified on other grounds, 454 F. Supp. 148.)

2

A full and accurate description of the Proposed Action is essential to adequate NEPA review. (See *Aberdeen & Rockfish Railroad v. SCRAP* (1975), 422 U.S. 289, 322.) Here, the DEIS omits sufficient information to allow agencies and the public to meaningfully understand the Proposed Action and its potential environmental, economic, and social consequences. For example, stated purposes of the Proposed Action include improving the terminal’s concession services and increasing concession revenues, yet these purposes are not included for consideration in the DEIS.¹

Second, the DEIS lacks sufficient information about construction activities. For instance, the DEIS does not identify where the construction staging/laydown areas will be located or how large they will be. Nor does the DEIS specify the location or scope and size of construction-worker parking. The DEIS should be revised to provide this information and analyze any impacts associated with the staging and parking areas, including transportation, air quality, noise, and health effects.

3

Relatedly, the DEIS does not identify the construction haul routes that are anticipated to be used by diesel trucks as part of the demolition and construction of the Project, making it impossible to determine whether the haul routes would adversely affect residents within the City of Los Angeles or elsewhere, including potential transportation, noise, and air quality, and health impacts.

Third, the DEIS fails to estimate how many new restaurants, stores and other supportive services are proposed as part of the new much-larger terminal. For instance, increased and improved concession services will result in increased deliveries of goods (e.g., food and supplies) and lead to greater waste being generated at the airport. Yet, the DEIS does not address these indirect impacts.

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Fourth, the DEIS appears to exclude any information about the Proposed Action’s air traffic control tower. According to the EIR for the Proposed Action, the new terminal will use the existing control tower. If this is the case, the DEIS should analyze any construction and operational safety impacts associated with using the existing control

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¹ See the Airport Authority’s presentation for Industry Day. Available at <https://elevatebur.com/wp-content/uploads/2020/02/RPT-Industry-Day-R1.pdf> (as of September 25, 2020) and attached at Exhibit C.



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tower for the new terminal. For instance, there is no analysis of whether construction might interfere with views necessary for safe operation of the control tower.	5
Fifth, it is unclear whether the Proposed Action includes terminal improvements that will also serve private jet operators. If so, this could potentially present new security risks at the airport since, historically, much of the responsibility for general aviation security falls on the Authority. The FAA must clarify whether the Proposed Action includes improvements for private aircraft operators and, if so, the scope of such improvements.	6
Lastly, to the extent possible, the DEIS should also identify the public improvements that will be included in the Project, such as improvements to streets, sidewalks, landscaping, signage etc., and identify where such improvements will occur. The DEIS must be revised and recirculated to include a comprehensive and understandable description of the Proposed Action to ensure adequate NEPA review by the public and decision makers.	7

II. The DEIS must be revised and recirculated to take a hard look at the Proposed Action’s adverse effects.

NEPA requires federal agencies to carefully identify and analyze the environmental effects of their proposed action. (*Strycker’s Bay Neighborhood Council, Inc. v. Karlen* (1980), 444 U.S. 223, 226–228.) This means that federal agencies must take a “hard look” at the impacts of their actions by providing a reasonably thorough discussion of the significant aspects of the probable environmental consequences.” (*Center for Biological Diversity v. National Highway Traffic Safety Admin.* (9th Cir. 2008) 538 F.3d 1172, 1194, internal quotations omitted.) The hard-look requirement entails “both a complete discussion of relevant issues as well as meaningful statements regarding the actual impact of proposed projects.” (*Earth Island Inst. v. United States Forest Serv.* (9th Cir. 2006), 442 F.3d 1147, 1172, abrogated on other grounds by *Winter v. Natural Resources Defense Council, Inc.* (2008) 555 U.S. 7.) Here, the FAA’s DEIA fails to take a hard look at several adverse environmental effects of the Proposed Action, including transportation, health, noise, environmental justice, and socioeconomic effects, as well as cumulative impacts, as discussed below.

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Bob Hope “Hollywood Burbank” Airport Terminal Replacement DEIS
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A. The DEIS fails to take a hard look at the Proposed Action’s air quality impacts.

As a preliminary issue, Appendix E, Air Quality, of the DEIS contains multiple omissions, errors, and conflicting and incomplete information, as described in Exhibit B (§ I) to this comment letter. The DEIS should be revised and recirculated to address these issues, and others, and clarify and correct Appendix E so that it contains the level of “professional integrity” and “meaningful analysis” that is required under NEPA. (40 C.F.R. §§ 1502.9(b), 1502.23.)	8
Further, the DEIS’s construction air quality analysis is flawed. It omits emissions associated with requisite remediation activities, such as the removal and disposal of significant volumes of soil contaminated with toxic chemicals such as hexavalent chromium, arsenic, beryllium, cadmium, and lead—to name a few. (Exhibit B, § II.)	9
Construction-related emission estimates also improperly include “mitigation credit of an unrealistic and unsubstantiated 85% reduction in volatile organic compounds (VOCs), a nearly 94% reduction in nitrogen oxide (NO _x), and a more than 96% reduction in diesel exhaust for several construction phases” as a result of a “CalEEMod model [that] appears to have been altered.” (<i>Ibid.</i>) Other flaws in the construction air quality analysis include the lack of explanation regarding the proposed use “clean burning diesel” in generators and the massive under-estimation of VOCs associated with “architectural coating and consumer product.” (<i>Ibid.</i>)	10
The DEIS presents air emission calculations from construction and operations and concludes emissions are <i>de minimis</i> in comparison to regulatory-established threshold levels. No further conformity analysis is provided. However, inspection of the calculation effort identifies several flaws, as follows:	
1. Hazardous materials studies show that lead-based paint was used extensively on the buildings to be demolished. The scale of the demolition and the potential for lead release should be, but were not, quantified and disclosed in the DEIS. Specifically, DEIS Appendix E, Section 4.1, Conformity Evaluation, states that the region is in non-attainment for lead. However, the DEIS text dismisses lead from further evaluation, concluding “the Proposed Action will not affect general aviation.” Omission of lead emissions during construction from the Hazardous Air Pollutants assessment underestimates the impacts associated with the Project and does not adequately evaluate the impacts relative to thresholds applicable to the Proposed Action under General Conformity.	11

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Bob Hope “Hollywood Burbank” Airport Terminal Replacement DEIS
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2. The CalEEMOD construction emission estimates in the DEIS are based on the assumption that all off-road diesel-powered construction equipment greater than 50 horsepower would adhere to the U.S. EPA Tier 4 final emission standards, citing adherence to the Air Quality Plan’s (“AQIP”) Clean Construction Policy. However, the AQIP states that “Contractor’s fleet must achieve 90% Tier 4 Final and 10% Tier 4 Interim by 2023 and 100% Tier 4 Final by 2031.” Accordingly, this assumption is not valid until 2031. Therefore, because construction activities projected to begin in 2021 and completed by 2026, the analysis underestimates construction impacts for all years. As an example, for demolition during year 2021, the unmitigated NO_x is estimated at 4.9 tons/year, where the implementation of exclusive use of Tier 4 Final equipment results in a 95.72% reduction of NO_x emissions (so that only 0.31 tons/year are accounted for in the emission estimates presented in the impact analysis). This reduction is unrealistic during year 2021 and will likely not be fully realized until year 2031 in accordance with the terms of the AQIP.

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3. The on-road emission estimates dramatically underestimate the number of vendor and haul trips required for construction of the Project for all years. Specifically, water truck haul trips required to meet SCAQMD Rule 303 for fugitive dust suppression and/or fleet mobilization is not included in on-road demolition estimates. In addition, the on-road emission estimates dramatically underestimate the number of trips associated with import of structural backfill, concrete, building supplies, and equipment. Import of concrete for the foundation of the new 355,000 ft² terminal alone would account at least 1,300 trips with an order of magnitude additional trips needed for import of structural backfill, asphalt, concrete, utilities, supplies, etc. needed for build-out of the Proposed Project. According to the data provided in DEIS Appendix E, only 429 vendor trips (one-way) per day are identified for building construction for years 2022, 2023, and 2024, with no daily haul trips included in the emissions estimates. Similarly, there are no vendor or haul trips accounted for in the Paving or Architectural Coating phase of construction in 2024 or 2026. Accounting for a more realistic number of vendor and haul trips would increase the NO_x emission estimates (and likely VOC emissions as well) above the *de minimis* threshold.

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4. The Air Quality analysis does not consider the additional operational transportation emissions related to the relocation of the terminal. The current location of the Intermodal Transportation Center was specifically selected to be walking distance to the existing terminal. The new terminal would require shuttles or alternate transportation services to transport people to/from the Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport. The impact assessment, therefore,

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underestimates the emissions associated with a change in operations from existing conditions and the estimated annual emissions of criteria pollutants presented in DEIS Table 4.3-8 for Mobile – Passengers, does not represent the full extent of operational emissions associated with this change.	14
5. The CalEEMod operation emissions for the Future with Project 2029 may be underestimating the operational emissions when compared with the Future No Project scenario. Specifically, the total lot acreage used for calculations in the Future With Project scenario sums to only 58.73 acres where the summed lot acreage used for the Future No Project scenario is 85.8 acres. This discrepancy in the overall footprint of the two scenarios results in an underestimation of the net change in annual emissions of criteria pollutants associated with the Project compared with the No Project scenario presented in DEIS Table 4.3-8.	15
Correcting the air quality emissions analysis of the DEIS leads to emissions for NO _x being above the <i>de minimis</i> threshold for NO _x , and likely for VOC and lead as well. Appendix E, Air Quality of the DEIS specifies that if the air emission is above the <i>de minimis</i> thresholds (as is the case, once corrected), then consideration must be given to additional measures that may reduce air emissions to less than the <i>de minimis</i> thresholds. If the emissions cannot be reduced to below the <i>de minimis</i> thresholds, then a Conformity Determination should be prepared. The Conformity Determination should be available for public and agency review and comment. The DEIS should also be recirculated for comment.	16
In all, the DEIS presents a flawed, inadequate, and confusing air quality analysis. Accordingly, the FAA should correctly analyze air quality emissions and revise and recirculate the DEIS to fulfill the “meaningful analysis” criteria required under NEPA. (See 40 C.F.R. §§ 1502.1, 1502.9(b).)	17

B. The DEIS fails to take a hard look at the Proposed Action’s transportation effects.

The DEIS does not take a thorough, hard look at the Proposed Action’s transportation effects. In addition, the DEIS does not contain a dedicated section on transportation impacts; instead, impacts are discussed in disparate resource sections, *e.g.*, socioeconomic impacts at DEIS, p. 4-80. As a result, it is difficult for the reader to fully understand potential adverse transportation effects, including potential adverse effects to the City of Los Angeles and other surrounding jurisdictions.

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The DEIS does not adequately discuss or mitigate for surface transportation effects caused by construction activities. NEPA requires the FAA to discuss mitigation measures “in sufficient detail to ensure that environmental consequences have been fairly evaluated.” (*City of Carmel-by-the-Sea v. U.S. Department of Transportation* (9th Cir. 1997), 123 F.3d 1142, 1154, internal quotations omitted.) The DEIS violates this requirement by concluding that the Proposed Action would not cause construction-related impacts to surface transportation because the Airport Authority would prepare a traffic management plan. (DEIS, p. 4-82.) It is not sufficient, however, to state that there will be no impact based on a future, undisclosed plan, when no information about the Project’s potential construction-related transportation is provided. (See *ibid.*; see also *Neighbors of Cuddy Mountain v. U.S. Forest Service* (9th Cir. 1998), 137 F.3d 1372, 1380 [“[a] mere listing of mitigation measures is insufficient to qualify as the reasoned discussion required by NEPA.”].)

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The DEIS should first identify potential construction-related transportation impacts and then discuss, in meaningful detail, what the traffic management plan will entail, what standards it will require and how it will ensure impacts to surface transportation are not adverse. In particular, this analysis should include a discussion of the impacts and mitigation measures for the intersections of Lockheed Drive and San Fernando Road, San Fernando Boulevard and Cohasset Street, Hollywood Way and the I-5 Southbound Ramps, and Hollywood Way and San Fernando Boulevard Ramps.

LADOT expounds on these transportation concerns in its comment letter to the FAA on the Proposed Action. (See Exhibit A.) In particular, LADOT notes that the DEIS ignores impacts to adjacent roadway segments that are considered “Vision Zero Priority Corridors” because they “experience a high percentage...of traffic collisions,” and because the DEIS relies upon outdated 12-year old trip generation data—from 2008—without any industry-standard efforts to validate or update it. The FAA should revise and recirculate the DEIS to include the information identified by LADOT. (See 40 C.F.R. § 1502.1.)

19

C. The DEIS fails to take a hard look at the Proposed Action’s health impacts

NEPA requires an agency such as the FAA to analyze the direct and indirect environmental consequences that a proposed action might have on public health and safety. (40 C.F.R. §§ 1501.3(b)(2)(iii), 1502.16(a)–(b), 1508.1(g).) A federal agency normally meets this statutory requirement by preparing a health risk assessment

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(“HRA”), or other comparable study, that is subject to a public comment and review process to ensure all “likely health effects” are “adequately disclosed.” (*Natural Resources Defense Council, Inc. v. U.S. Dept. of Transp.* (9th Cir. 2014) 770 F.3d 1260, 1272 (“*Natural Resources Defense Council*”); see also *Beverly Hills Unified School District v. Federal Transit Administration* (C.D. Cal., Feb. 1, 2016, No. CV 12-9861-GW(SSX)) 2016 WL 4650428, at *61.) As discussed below, the DEIS fails to take a hard look at the Proposed Action’s air quality impacts by failing to include an HRA or any comparable analysis and provides no support for the health and safety conclusions made in DEIS Section 4.12.3. Indeed, the DEIS explicitly states that the DEIS does not contain an HRA and refers to the EIR’s health risk analysis “with no interpretation.” (DEIS, Appendix E [pp. 46 to 47].)

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As a threshold issue, the DEIS’s analysis is improperly constrained to consideration only of health impacts to children. NEPA does not limit an agency’s health impact analysis to just children; rather, it mandates an agency consider “the degree of [a proposed action’s] effects on public health and safety.” (40 C.F.R. § 1501.3(b)(2)(iii), emphasis added.) The Environmental Protection Agency’s (“EPA’s”) guidance advises agencies such as the FAA to assess health impacts for *all* “population groups of concern.”² This is especially true in regard to “population groups of concern,” which are, as discussed in subsection E, below (environmental justice), under-analyzed in the DEIS.

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An HRA for a proposed action of this size and scope should include, at least, emissions estimations of hazardous air pollutants (“HAPs”), exposure assessments, dose-response assessments, and a potential health risk quantification. (Exhibit B, § IV.). This requires consideration of *all* construction and operational sources of emissions, including on- and off-road equipment, and emissions/toxins associated with demolition. (*Ibid.*) For example, the DEIS indicates that there may be hexavalent chromium and/or other toxic materials in soil unearthed as part of the project. (DEIS, p. 4-52.) In addition to this hexavalent chromium, the soil underneath and around the Airport likely contains other federally-regulated metals, including, but not limited to: arsenic, beryllium, cadmium, and lead. (See Section III, above (air quality analysis).) The task of removing and remediating this contamination, alone, should be subject to an HRA-style analysis before this construction phase begins. (See Exhibit B, § III.)

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² EPA, Technical Guidance for Assessing Environmental Justice in Regulatory Analysis (June 2016). Available at: https://www.epa.gov/sites/production/files/2016-06/documents/ejtg_5_6_16_v5.1.pdf (as of Oct. 1, 2020), and attached at Exhibit D.

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The six-year, six-day per week, construction schedule for the Proposed Project is large in scope and length and will produce substantial toxic air contaminants, which should be factored into the analysis. More than 52,000 heavy duty diesel truck trips will be used to demolish and grade the area in the first phases of construction. (DEIS, Appendix E [pp. 70 and 76].) Given the densely populated areas immediately surrounding the Airport, anticipated routes for trucks carrying potentially hazardous materials (including contaminated soil) should be disclosed as part of the air quality, noise, and transportation assessments. An HRA should be conducted that includes not only exhaust from construction-related diesel trucks, but exposure to hauled contaminated soils. (See Exhibit B, § IV.)

Further, while the federal government may not consider diesel particulate matter (“DPM”) exhaust in total to be a carcinogen, nearly all of the more than twenty individual exhaust constituents are regulated as HAPs by the Federal Clean Air Act. (42 U.S.C. § 7412(b).) As such, the DEIS should include an HRA that analyzes potential health impacts associated with exposure to all HAP airport sources including diesel exhaust from both construction activities as well as on-going airport operations (ground support equipment, emergency generators, truck deliveries, etc.). Diesel exhaust contains benzene, formaldehyde, PAH’s, naphthalene, acetaldehyde, acrolein, 1,3-butadiene, chlorobenzene, propylene, xylene, ethyl benzene, arsenic, cadmium, chromium, lead, manganese, mercury, nickel and selenium. (*Ibid.*) Yet, most of these federally regulated compounds are absent from the DEIS’ list of project-related HAPs, and several of the ones that are included on one list as “possible HAPS associated with the project” are improperly categorized later as in the documents as having “zero project-related emissions.” (DEIS, Appendix E-1 [p. 45], Appendix E-4; Exhibit B, § IV.) These toxic contaminants must be analyzed in the DEIS in relation to human health.

The DEIS, in an effort to be as transparent and informative as possible as required by NEPA, should contain an HRA that includes all of the aforementioned sources and associated risks to human health. Inclusion of an HRA is commonplace as part of an EIS, especially for projects of this scope and length, and, in this instance, is required to fulfill Executive directives that all federal agencies identify “disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations.” (See subsection E, below; see also Exhibit B, § IV.) An HRA is critical for ensuring an adequate disclosure of the Proposed Action’s health effects to the

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public and decisionmakers, especially those that are disproportionate to at-risk populations. (<i>Natural Resources Defense Council, supra</i> , 770 F.3d at p. 1272.) ³	23
As indicated above, the DEIS does not include any useful air emissions data to allow anyone to determine whether City residents or other members of the public may be exposed to harmful emissions during the Proposed Action’s terminal demolition and construction. The DEIS addresses only annual construction emissions measured in tons per year, which does little to aid assessment of the surrounding population’s daily exposure to toxic construction air emissions. (DEIS, p. 4-17 [Table 4.3-5].) To properly assess this specific impact, the FAA must look at daily average construction emissions for at least particulate matter (“PM”) _{2.5} , PM ₁₀ , and nitrogen oxide (NO _x)—all of which are toxic at certain concentrations and can create long-term health effects in adults and children. ⁴ This analysis is crucial to ascertain potential health impacts to the immediately surrounding population, a majority of which is composed of minority individuals (see subsection E, below), as well as potential impacts to the nine schools located within the General Study Area, one of which is only approximately 2,000 feet from a primary area of construction (demolishment of existing terminal). (DEIS, p. 4-86.) The statement that, “there would be no significant air quality impacts resulting from the Proposed Action” is misleading and premised on the inaccurate presumption that disclosure of potential health impacts is unnecessary. (<i>Ibid.</i>)	24
Furthermore, when preparing the HRA for the Proposed Action, the General Study Area should be expanded to include a broader range of sensitive receptors. A cursory review shows that a significant number of schools, hospitals, and other sensitive receptors exist within a two mile radius of the Airport. (Exhibit B, § IV.) Construction-related emissions such as diesel construction trucks, soil hauling, and rock crushing operations would be expected to impact areas more than two miles away as a result of their operational characteristics and haul routes. Additionally, aircraft exhaust from increasing numbers of planes using the Airport will also affect an area considerably larger than the General Study Area. (<i>Ibid.</i>)	25

³ See also EPA, Memorandum, Subject: Promoting the Use of Health Impact Assessment to Address Human Health in Reviews Conducted Pursuant to [NEPA] and Section 309 of the Clean Air Act (Nov. 10, 2015). Available at: https://www.epa.gov/sites/production/files/2016-03/documents/hia_memo_from_bromm.pdf (as of Oct. 1, 2020), and attached at Exhibit E.

⁴ See e.g., EPA, Health and Environmental Effects of Particulate Matter (PM) (Apr. 13, 2020). Available at: <https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm> (as of Oct. 1, 2020), and attached hereto as Exhibit F.

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The DEIS concludes that there are no “significant impacts that would disproportionately affect children’s health or safety,” including those related to air quality because the DEIS found that “there would be no significant air quality impacts.” (DEIS, p. 4-86.) However, the DEIS lacks data to support such a conclusion, and experienced air quality/health risk experts reach a different conclusion entirely. (See Exhibit B, § IV.)

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The FAA should prepare an HRA for the Proposed Action that looks to the public as a whole, revise the DEIS’s health risk analysis accordingly, and recirculate the document for public review and comment.

D. The DEIS fails take a hard look at the Proposed Action’s noise and vibration impacts, including impacts to nearby residents, including those in the City of Los Angeles.

The DEIS’ noise analysis fails to provide sufficient information to enable the public to meaningfully understand the Proposed Action’s potential noise and vibration impacts. Among other things, the DEIS omits any discussion of additional operational noise generated by changes in the aircraft taxi routes. It also omits analysis of the noise impacts caused by haul trips needed for construction. Furthermore, the DEIS does not examine construction-related vibration impacts. For example, pile driving of deep foundations and the use of scrapers could cause adverse vibration impacts in the form of annoyance to nearby sensitive (residential) receptors, including those living within the City of Los Angeles. The DEIS should be revised and recirculated to include a full disclosure of these potential impacts, including identification of mitigation measures to minimize noise and vibration.

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Additionally, construction of the Proposed Action would increase roadway traffic and would involve the use of heavy construction equipment on the site. The construction noise analysis explains that the nearest sensitive receptor is a residence approximately 830 feet to the northeast of the project site, on the other side of San Fernando Boulevard,⁵ although the DEIS does not provide a map or other means of allowing the public to “readily understand” where that residence exists. (See 40 C.F.R. § 1502.8.) The DEIS then states that DEIS Table 4.11-1 shows that construction and demolition equipment would attenuate to less than a community noise equivalent level (“CNEL”) 70 decibel

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⁵ The actual distance to the nearest sensitive receptor is likely smaller than disclosed in the DEIS. The EIR, for example, reported that the nearest sensitive receptor to the northeast of the Proposed Action is 740 feet from the closest edge of the replacement terminal. (EIR, p. 3.4-23.) The DEIS must address and correct this discrepancy.

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<p>(“dB”) at the closest noise sensitive land use, but, in actuality, Table 4.11-1 does not demonstrate this conclusion. (DEIS, p. 4-77.) All Table 4.11-1 does is state standard construction equipment noise attenuation levels. In fact, it is impossible to verify the FAA’s conclusory statement on this matter because of the DEIS’ dearth of identifying information concerning sensitive receptors. Table 4.11-1, moreover, does not address all types of construction equipment, but rather only a sample of equipment.</p>	28
<p>Table 4.11-1, among other things, does not address vibratory impact hammer (i.e., jack hammer). This equipment is typically used to remove concrete and asphalt from such things as parking lots; which is a main component of project construction and will be conducted over extended periods of time. The typical jackhammer has a decibel (dBA) rating of approximately 130 while a jet plane has a decibel rating of approximately 120 dBA. (See Exhibit B, § V.) The DEIS noise analysis must include all types of equipment to be used during construction, especially the exceptionally noisy equipment. The FAA should ensure the “professional integrity” of its work and provide “meaningful analysis” to the public and decision makers by revising the DEIS to properly explain its conclusion that noise will be attenuated such that there will not be adverse noise impacts. (40 C.F.R. §§ 1502.9(b), 1502.23.)</p>	29
<p>The DEIS also fails to evaluate the Proposed Action’s consistency with the City of Los Angeles’s noise standards, where noise impacts will be incurred. The Noise Element of the City General Plan provides that a CNEL value of 65 dB is the upper limit of what is considered a “normally acceptable” noise environment for multi-family residential uses, although a CNEL up to 70 dB may be “conditionally acceptable.” A CNEL value of 60 dB is the upper limit of what is considered “normally acceptable” for single-family residential uses, and a CNEL range of 55 dB to 65 dB is considered “conditionally acceptable” for single-family residential uses. (Noise Element of the Los Angeles City General Plan, at 4-5.)</p> <p>Given this, even if noise attenuates to less than CNEL 70 dB at the nearest noise sensitive land uses within the City, the noise level will still exceed the City’s normally acceptable noise standard. To minimize this impact, the FAA should adopt mitigation measures to ensure sensitive receptors within the City are not adversely affected. Such mitigation could include, but is not limited to, added sound insulation for the nearby residential and multi-family sensitive receptors, including improved windows, insulation, and landscaping. The FAA should also design the proposed terminal to minimize impacts to sensitive receptors within the City and other sensitive receptors to the east of the new terminal. The DEIS acknowledges that in 2024 and 2029 the CNEL 65 dB noise counter</p>	30

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would include more properties than the existing CNEL 65 dB noise contours. (DEIS, pp. 4-73 to 4-77.) Many of the sensitive receptors that would experience these noise increases are the single- and multi-family family homes in the City, to the northeast of the airport, and many of these areas include a majority of minority residents (see subsection E, below). To reduce these anticipated noise impacts, the new terminal should be designed to function as a noise barrier from Airport runways, shielding the City’s residential and multi-family uses near the airport.

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E. The DEIS fails to take a hard look at the Proposed Action’s impacts on environmental justice.

NEPA requires federal agencies to “analyze the environmental effects including human health, economic, and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required by NEPA.” (Exec. Order No. 12898, 59 Fed. Reg. 7629 (1994).) Analysis of environmental justice, or “EJ”, as it is known, should consider the unique conditions of a region and its population and draw its boundaries for the affected environment accordingly, which “may be larger (or smaller) and differently shaped than the boundaries that would have been drawn without the existence of [unique conditions].”⁶ Agencies may need to revise their “baseline characterization...of the affected environment” to reflect “pockets of minority population and low-income populations.” (*Id.*, p. 17.)

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The DEIS inadequately assesses EJ impacts by failing to properly characterize the affected environment. Table 3.13-1 and Exhibit 3.13-1 of the DEIS list and show the twenty-six U.S. census tracts utilized by the FAA to establish the affected area for the EJ analysis. As an initial observation, these twenty-six tracts well exceed the boundaries of the General Study Area, at some points by more than half a mile. (See DEIS, p. 3-68.) This overly broad affected environment skews the DEIS’s EJ analysis by including census tracts that do not consider the unique conditions of the Proposed Action.

Indeed, the tracts that would be *most* affected by the construction and operation of the Proposed Action are the ten that immediately surround the airport because those are the tracts that include the populations directly impacted by noise, air emissions, and traffic resulting from demolition of the old terminal, construction of the new terminal.

⁶ Federal Interagency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews (Mar. 2016). Available at: https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf (as of Oct. 5, 2020), and at Exhibit G.

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These direct and indirect impacts lessen with increased distance from the airport. The DEIS states that it uses these twenty-six tracts for “consistency across” Section 3.13, but this generalized approach does not reflect the areas of minority populations that surround the airport, in contravention of EPA recommended practices, as discussed in detail below.

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The mistake made by having an overly broad affected area is compounded by significant problems with the DEIS’s EJ data. The DEIS’ minority population data for, *at least*, the ten tracts surrounding the airport: (i) cannot be verified through its cited source; (ii) is not included as an appendix to the DEIS for substantiation; and (iii) most concerning, is contradicted by other reliable data.

As to the first point, the link on DEIS page 3-84, footnote 107, to “U.S. Census Bureau, American Fact Finder. (2017). 2013–2017 American Community Survey 5-Year Estimates,” is not functional. The website for American Fact Finder utilized by the DEIS is located at <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. However, following that website link results in a message stating that “American FactFinder has been decommissioned and is no longer available,” and leads to another webpage containing a convoluted plethora of links that make it impossible to substantiate where and how the FAA gathered its underlying data to ensure the “necessary environmental analyses” were conducted as NEPA requires. (See 40 C.F.R. § 1502.1.)

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As to the second point, the DEIS does not include any raw data or other query information in an appendix or otherwise that might otherwise substantiate and support the dataset supposedly used by the FAA in its EJ analysis on minority populations. The DEIS only provides the above, defunct reference. As a result, the DEIS does not provide a “full and fair discussion” and does not fulfill the EJ directives of Executive Order 12898, as required by NEPA. (40 C.F.R. §§ 1502.1, 1502.23; Exec. Order No. 12898 (1994).)

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As to the third and most critical point, the data used by the FAA, and supposedly derived from the 2013–2017 American Community Survey 5-Year Estimates, as provided by the U.S. Census Bureau, is contradicted by data derived from the same survey, as provided by the EPA’s EJSCREEN—the agency’s principal “environmental justice (EJ) mapping and screening tool.”⁷

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EJSCREEN is commonly used by federal agencies in NEPA EJ analysis, including by the FAA because it “provides a nationally consistent dataset and approach for

⁷ EPA, EJSCREEN: Environmental Justice Screening and Mapping Tool (Aug. 2, 2018). Available at: <https://www.epa.gov/ejscreen> (as of Oct. 1, 2020), and attached at Exhibit H.



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combining environmental and demographic indicators.”⁸ EJSCREEN draws from the same 2013–2017 American Community Survey 5-Year data cited in the DEIS but provides extraordinarily different minority population numbers for the ten census tracts that immediately surround the Airport. The following table shows the results from an October 5, 2020, EJSCREEN query for those ten census tracts using the map demographic layer for “Minority Population.” EJSCREEN breaks down the census tracts into smaller geographical units than those presented in Exhibit 3.13-1 of the DEIS, and, for transparency and accuracy, each smaller unit is presented as a separate line item, along with tract totals and percent minority population in relation to total population.

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Tract No.	Minority Population per EJSCREEN	Total Population per EJSCREEN	Total Percent Minority Population per EJSCREEN
1021.05	953	820	
	1003	715	
TOTALS	1956	1535	78.5
1222.00	1837	1583	
	635	575	
TOTALS	2472	2158	87.3
1230.10	1621	1465	
	2626	2332	
TOTALS	4247	3797	89.4
1230.20	2139	1976	
	1382	1314	
TOTALS	3521	3290	93.4
1231.03	2523	2091	
	1492	879	
TOTALS	4015	2970	74.0
1232.06	2798	2522	
TOTALS	2798	2522	90.1
3104.00	1221	310	
	1314	384	

⁸ FAA, 1050.1F Desk Reference (v2) (Feb. 2020), p. 12-11. Available at: https://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/faq_nepa_order/desk_ref/media/12-socioecon-enviro.pdf (as of Oct. 5, 2020), and attached at Exhibit I. See also page A-12 of Exhibit N, as labeled below, for an example where the FAA used the EJSCREEN in a NEPA analysis.

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Tract No.	Minority Population per EJSCREEN	Total Population per EJSCREEN	Total Percent Minority Population per EJSCREEN
	678	277	
TOTALS	3213	971	30.2
3105.01	1861	1325	
	1217	866	
	927	707	
TOTALS	4005	2898	72.4
3110.00	696	406	
	456	182	
	1888	948	
	805	474	
TOTALS	3845	2010	52.3
3111.00	1561	1021	
	1555	794	
	948	358	
TOTALS	4064	2173	53.5

Attached to this letter as Exhibit J is a screenshot of the EJSCREEN interface that shows the dataset used, the query request, and the delineation of the smaller geographical units that comprise the census tracts. Also attached is a marked-up screenshot showing how one can obtain the total population and minority population estimates for each geographical unit by clicking on that unit; for this, Tract No. 1232.06 is used as an example because it is depicted as one unit on EJSCREEN as well as in DEIS Exhibit 3.13-1.

The next table compares the DEIS total percent of minority population for these ten tracts (see Table 3.13-11) alongside the percentages calculated from EJSCREEN data. There is an obvious discrepancy in data.

Tract No.	FAA’s Total Percent Minority Population (DEIS, Table 3.13-11)	Total Percent Minority Population per EJSCREEN
1021.05	37.0	78.5
1222.00	21.7	87.3
1230.10	16.0	89.4

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Tract No.	FAA’s Total Percent Minority Population (DEIS, Table 3.13-11)	Total Percent Minority Population per EJSCREEN
1230.20	33.6	93.4
1231.03	49.6	74.0
1232.06	49.2	90.1
3104.00	23.0	30.2
3105.01	45.5	72.4
3110.00	40.1	52.3
3111.00	36.2	53.5

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It is impossible to determine why the minority population percentages given in the DEIS are so much lower than those extrapolated from the EPA’s EJSCREEN tool because, as previously stated, the DEIS does not include a verifiable source or supporting information that could substantiate its data. This EJSCREEN data seriously calls into question the DEIS’ remaining census tract data and its related conclusion that “the average minority population percentage of all of the census tracts within the General Study Area is lower than Los Angeles County and is below 50 percent.” (DEIS, p. 4-85.)

In actuality, the average percentage of the minority population of these combined ten census tracts, which actually represents the genuine affected area, is 71.3 percent—that is 21 percentage points higher than the minority population for Los Angeles County and 21.3 points higher than the given criteria for determining effected populations. (DEIS, pp. 3-86 [“50.3 percent for Los Angeles County”], 4-84 [“tracts that have a population of 50 percent or more exceeding the minority guideline”].) In terms of impact, this 71.3 percent means that minority populations “would endure a disproportionately high and adverse human health and environmental effect of significant impacts.” (*Id.*, p. 4-84.)

The FAA should revise and recirculate the DEIS to reconfigure the affected area, include accurate and supported data for its minority populations, and change the EJ impact conclusion for minority populations to be consistent with accurate information.

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F. The DEIS fails to take a hard look at the Proposed Action’s socioeconomic impacts on the City of Los Angeles, its residents, or businesses.

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NEPA requires an EIS to examine all potential adverse effects of a Proposed Action, including “economic..., social, or health effects,” that “occur at the same time and place as the proposed action” or that “are later in time or farther removed.” (40 C.F.R. § 1508.1(g); see also § 1502.16(b); .) The socioeconomic costs of a project related to physical environmental impacts, including adverse effects on property taxes, must be analyzed. (*See Minisink Residents for Environmental Preservation and Safety v. F.E.R.C.* (D.C. Cir. 2014) 762 F.3d 97, 112.) Here, the Proposed Action would locate the terminal closer to residents within the City of Los Angeles, yet the socioeconomic impacts of the new terminal on the City of Los Angeles are not addressed in the DEIS. Specifically, these effects are not adequately addressed because the DEIS does not include any actual, quantitative analysis of the Proposed Action’s potential economic and social effects. Instead, the DEIS concludes, without citing evidence, that “[t]here would be slight increases in economic activity or income from the temporary and full-time jobs created” by the Proposed Action, but that “the size of the increase would be minor compared to ongoing economic activity within the area.” (DEIS, p. 4-82.) Although the new, expanded terminal would likely bring economic benefits to the City of Burbank (see *id.* at pp. 4-81 to 4-82), the new terminal will likely bring economic costs too, particularly to the City of Los Angeles, which the DEIS fails to address and ignores.

For example, it is well known that airports reduce home values, which, in turn, affects property taxes, including those owed to the City of Los Angeles and other nearby jurisdictions. There are also costs associated with treatment of respiratory diseases caused by increased particulates, and costs of cleaning and repainting buildings caused by airport air pollution. The City of Los Angeles will bear these costs without receiving most, if any, of the Project’s economic benefits. The DEIS does not discuss any of this.

Notably, under the heading “Significance Thresholds,” the DEIS states that the Proposed Action may have an adverse socioeconomic impact, if among other things, it would “produce a substantial change in the community tax base.” (DEIS, p. 4-79.) Yet, as noted, the DEIS does not actually consider whether the Project would adversely affect local tax bases. The DEIS should be revised and recirculated to assess the potential loss of property taxes, including those that ultimately make their way to the City of Los Angeles, with short-term economic impacts related to nuisances caused by construction.

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Also missing from the DEIS is a costs/benefits analysis. A cost analyses should be conducted for an expenditure of AIP discretionary funds such as proposed here. The DEIS does not, however, contain any information regarding the costs of the Proposed Action. In 2018, the Los Angeles Times reported that the Proposed Action is anticipated to cost over \$1 billion.⁹ The DEIS does not address the cost of the Proposed Action at all. The public and decision makers should be provided with information concerning the overall capital costs of the Proposed Action, including construction costs and operation and maintenance costs, as well as information about the Project’s funding sources, ability to generate non-aeronautical revenue, and cost recovery options. These factors must be considered by FAA decision makers to determine whether to move forward with the Project.

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The FAA should also consider whether more cost-effective alternatives exist due to the burden on the implementing agency funding for a more than one billion dollar endeavor such as the Proposed Action. For example, the FAA should analyze, in full, and consider adopting a modified version of the “Airfield Reconfiguration” alternative briefly discussed, but rejected, in the DEIS. (DEIS, p. 2-5.) In particular, the FAA should consider an alternative that both reconfigures the airfield to meet the FAA’s standards, but also includes renovations to the existing terminal meeting applicable California building standards. Such a viable alternative would achieve most of the Proposed Action’s basic objectives, but would cost less than the Proposed Action and will result in fewer adverse impacts than the Proposed Project, particularly during construction because there would be far less construction activity than required by the Proposed Action. This, therefore, must be examined to ensure an adequate document. (See *Citizens for a Better Henderson v. Hodel* (9th Cir. 1985) 768 F.2d 1051, 1057 [“[t]he existence of a viable but unexamined alternative renders an environmental impact statement inadequate”].)

G. The DEIS fails to take a hard look at cumulative impacts.

NEPA requires the FAA to consider the cumulative impacts of the Proposed Action. Cumulative impact refers to “effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives.” (40 C.F.R. § 1508.1(g).)

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⁹ See EIR, p. 1-1; LA Times, “Cost of replacement airport terminal estimated to soar over \$1 billion” (Nov. 6, 2018) (Available at: <https://www.latimes.com/socal/burbank-leader/news/tn-blr-me-terminal-concept-20181106-story.html#:~:text=Although%20a%20355%2C000%2Dsquare%2Dfoot,%241%20billion%2C%20according%20to%20officials> (as of September 25, 2020), and attached hereto as Exhibit K.)



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“In a cumulative impact analysis, an agency must take a ‘hard look’ at *all* actions” that may combine with the action under consideration to affect the environment. (*Te-Moak Tribe of W. Shoshone of Nevada v. U.S. Dept. of Interior* (9th Cir. 2010) 608 F.3d 592, 603, italics added.) In preparing a cumulative impact analysis, “simply listing all relevant actions is not sufficient.” (*Great Basin Resource Watch v. Bureau of Land Management* (9th Cir. 2016) 844 F.3d 1095, 1104.) Instead, “some quantified or detailed information is required.” (*Ibid.*) “[T]he fact that [a cumulative impacts] section exists [in the EIS] is not enough.” (*Earth Island Institute v. U.S. Forest Serv.* (9th Cir. 2003), 351 F.3d 1291, 1306–1307.)

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Crucially, the DEIS does not contain *any* discussion of cumulative noise or transportation impacts, either during construction or operations. Among other things, the new terminal facilities together with the proposed new departure routes (see DEIS, Table 3.16-1, p. 3-103 [identifying the “OROSZ” and “SLAPP” departure routes]) could alter noise contours resulting in adverse cumulative operational noise effects. Such noise effects would, in turn, lead to cumulative EJ and socioeconomic effects. For example, noise impacts from living in close proximity to an airport can be significant and often include adverse health impacts, including tinnitus, hearing loss, increased blood pressure, stress and higher incidences of human error. (See Exhibit B, § V.) The FAA should squarely address these cumulative noise, EJ, and socioeconomic impacts in the EIS.

Likewise, the DEIS should provide a more thorough assessment of cumulative construction effects. For example, Table 3.16-1 (DEIS, pp. 3-103 to 3-104) shows that “utilities construction,” “airside security fence construction,” and “airside service road construction” would likely occur simultaneously with that of the Proposed Action. These construction activities, which will all occur on the same site during site operations, will likely lead to combined air quality, noise, and transportation effects, yet the DEIS does not address these combined effects. For a proper understanding of cumulative impacts, all construction equipment identified in Appendix E of the DEIS should be combined and assessed with existing airport operations. (See Exhibit B.) Moreover, as discussed in Section IV, below, if one or more of those improvements lacks independent utility from the Proposed Action, they must be analyzed as part of the Proposed Action.

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The DEIS should also consider the operational cumulative impacts associated with the Proposed Action in combination with the widening of Interstate-5, the Empire Avenue Interchange Project, and the Avion Business Park. Although these projects are listed in the cumulative project list (Table 3.16-1), the DEIS does not address the cumulative operational transportation impacts associated with these projects. Notably, the

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DEIS’s Surface Traffic Analysis (DEIS Appendix K) acknowledges that these projects “may affect traffic patterns or intersections operating conditions in the vicinity of the Airport,” yet these cumulative impacts are not addressed. (DEIS Appendix K, p. K-15.) As a result, the DEIS fails to take a hard look at the cumulative transportation effects.

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The DEIS also under-analyzes, and inaccurately characterizes, cumulative construction-related air quality impacts. The DEIS includes the Avion Business Park as a current project in the General Study Area, and concludes that because it “would be completed prior to the start of construction of the Proposed Action...no cumulative construction-related air quality impacts would occur.” (DEIS, pp. 4-106, 3-104.) However, according to its developer, Avion Business Park construction is anticipated to continue through 2021.¹⁰ This means that its construction will overlap with construction of the Proposed Action, which is anticipated to begin in 2021. (DEIS, p. 4-7.) This overlap in construction makes at least one of the DEIS’s cumulative impact conclusions inaccurate, and it must be addressed in the cumulative impact discussion.

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Additionally, as commented in Section I, above, the DEIS should consider the cumulative effects of the Proposed Action together with the planned closure of the Santa Monica Airport.

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The Ninth Circuit has repeatedly “held that cumulative impact analyses were insufficient when they ‘discusse[d] only the direct effects of the project at issue ... and merely ‘contemplated’ other projects but had ‘no quantified assessment of their combined impacts.’” (*Bark v. United States Forest Service* (9th Cir. 2020) 958 F.3d 865, 872, quoting *Klamath-Siskiyou Wildlands Center v. Bureau of Land Management* (9th Cir. 2004) 387 F.3d 989, 994.) Here, the existing analysis does not meet these standards because, as explained above, it does not consistently quantify the combined impacts of cumulative projects. (See DEIS, § 4.15, e.g., pp. 4-106 to 4-113.) It is not sufficient for the FAA to merely conclude that because the Project would not cause a direct impact on a particular resource that the cumulative impacts are thus not adverse. The FAA should revise and recirculate the DEIS to provide an adequate, quantitative assessment of the Project’s potential cumulative effects.

¹⁰ Overton Moore Properties, Avion Burbank (2020). Available at: <https://avionburbank.com> (as of Sept. 29, 2020), and attached at Exhibit L.

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III. The DEIS fails to analyze all interconnected actions as a single course of action – resulting in improper segmentation.

NEPA requires that a “single course of action” be analyzed together as a complete project. (40 C.F.R. § 1502.4(a).) “In considering whether the effects of the proposed action are significant, agencies...[s]hould consider connected actions,” which “should be discussed in the same impact statement.” (40 C.F.R. §§ 1501.3(b).)1501.9(e)(1).) Actions are “connected” if they “[c]annot or will not proceed unless other actions are taken previously or simultaneously.” (*Northern Plains Resource Council, Inc. v. Surface Transp. Bd.* (9th Cir. 2011) 668 F.3d 1067, 1087.) (citing former 40 C.F.R. § 1508.25(a)(1)(ii) now reflected at 40 C.F.R. § 1501.9(e)(1)(ii)). If the subsequent action meets this criterion and it has no “independent utility,” e.g., it “would have taken place with or without the other [project],” then it must be analyzed in the same environmental document. (*Northern Plains Resource Council, supra*, at pp. 1087–1088.)

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Here, there are at least two other actions connected to the Proposed Action not analyzed in the DEIS. First, an airport services road is proposed for construction on Airport property in 2023, but it is listed as only a “reasonably foreseeable future project.” (DEIS, p. 3-104 [Table 3.16-1].) However, this new service road would not be independently constructed without the Proposed Action. In fact, it is proposed as a necessity “to accommodate reconfigurations at the Airport. (*Ibid.*) The new service road, therefore, “will not proceed” without the Proposed Action. (40 C.F.R. § 1501.9(e)(1)(ii).) Moreover, there is no reason why this service road should be omitted from the Proposed Action and its environmental analysis.¹¹ The Proposed Action includes several other components that would not be fully constructed until up to 2026, such as the Aircraft Rescue and Firefighting station estimated for construction by 2025, and which are included in environmental analysis. (DEIS, p. 4-8 [Table 4.3-2]; see also e.g., *id.*, pp. 4-7, 4-16, 4-37.) Consistent with this approach, the DEIS must include the new service road as part of the Proposed Action, and analyze it accordingly throughout the document, to comply with NEPA.

¹¹ Table 4.3-2, Construction Schedule, includes a “Relocate[d] Perimeter Service Road” as a supposed Project component, slated for construction in 2025, although it is difficult to be certain because of the confused presentation of the Proposed Action (see Section II). (DEIS, p. 4-8.) It is reasonable to assume that this relocated road and the new service road are not the same given the differences in facts and characterization, e.g., different construction schedules, different names, different locations in the document.

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Next, there is a repair and extension of the Delta ramp, described by the FAA as the “Delta Ramp Rehabilitation and Expansion Project,” for which the FAA recently issued an approval for NEPA categorical exclusion.¹² The Delta Ramp Rehabilitation and Expansion Project will improve approximately 260,000 sf of existing pavement and add approximately 87,000 sf of pavement on previously unpaved surfaces in order “to accommodate maintenance...operations” and “parking for different mixes of aircraft,” specifically overnight parking.¹³

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The Proposed Action involves construction of a new 8,000 sf maintenance building and expansion of existing facilities that will result in new maintenance vehicles and new and different aircraft onsite. (DEIS, pp. 1-27, 4-8.) These new aircraft and maintenance vehicles will require storage and parking that can only be accommodated by the newly expanded and reconfigured Delta Ramp. Essentially, without the Delta Ramp Rehabilitation and Expansion Project, the Proposed Action will lack the storage capacity necessary to accommodate its total expansion of Airport services. Conversely, without the Proposed Action, the Delta Ramp Rehabilitation and Expansion Project may not be necessary. More information is required to understand exactly how and to what extent these projects rely on one another because the issue is not addressed in the DEIS, but, these actions are reasonably connected and should be environmentally evaluated together.¹⁴

The FAA should revise and recirculate the DEIS to include this new service road and Delta Ramp Rehabilitation and Expansion Project as part of the Proposed Action, as mandated by NEPA.

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¹² FAA, Bob Hope Airport Delta Ramp Rehabilitation Project, Categorical Exclusion Approval (Feb. 18, 2020). Attached at Exhibit M.

¹³ *Id.*, DEIS Appendix A. Documented Catex (June 2, 2017), pp. A-1, A-18. Attached at Exhibit N.

¹⁴ More evidence of their connectivity can be seen in their respective revisions to the Airport Layout Plan (“ALP”). The Delta Ramp Rehabilitation and Expansion Project will require a revision to the ALP because it will force the relocation of the Airport Operation Area in order “to facilitate the [87,000-sf] expansion of the D[elta] ramp.” (Exhibit N, p. A-2.) The Proposed Action also requires a revision to, and approval of, the ALP (DEIS, p. 1-29.)

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IV. The FAA may not foreclose consideration of reasonable alternatives merely because the Airport Authority has approved the Proposed Action; NEPA prohibits the FAA from predetermining the outcome of its environmental review.

NEPA operates “as a means of safeguarding against environmental harms.” (*Davis v. Mineta* (10th Cir. 2002) 302 F.3d 1104, 1114, abrogated on other grounds by *Dine Citizens Against Ruining Our Environment v. Jewell* (10th Cir. 2016) 839 F.3d 1276.) An EIS is an “action forcing” document that requires agencies to take a “hard look” at the environmental consequences of their actions. (*Metcalf v. Daley* (9th Cir. 2000) 214 F.3d 1135, 1141 (“*Metcalf*”).) The proper time for an agency to complete its NEPA review is *before* the agency commits to the project design so that the analysis “can serve practically as an important contribution to the decision-making process and will not be used to rationalize or justify decisions already made.” (*Id.* at p. 1142; see also 40 C.F.R. § 1502.5.) To that end, the NEPA regulations provide that an agency must not take any action on a project that would limit the choice of reasonable alternatives. (40 C.F.R. § 1506.1(a)(2).) When a federal agency is considering an application from a non-federal entity, and is aware that the applicant has or is about to take action that would limit the choice of reasonable alternatives, the federal agency must promptly notify the applicant and take appropriate actions to ensure that NEPA’s objectives and procedures are fully achieved. (*Id.*, § 1506.1(b).)

Here, following Measure B’s passage in 2016, through which voters allowed the Airport Authority to move forward with the “adjacent property” alternative, the Airport Authority has continued to move forward with considerations for a new terminal.¹⁵ The Airport Authority’s actions moving forward with new terminal plans seems to have limited the choice of reasonable alternatives to be evaluated in the DEIS, as evidenced by

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¹⁵ Among other things, in November 2019, the Airport Authority Commission voted 9-0 to award a Professional Service Agreement to AECOM Technical Services, Inc. for program management services associated with the Project. The agreement has a seven-year duration and has a contract limit of \$45,000,000. In addition, the Airport Authority Commission has authorized four initial task orders, including: (1) project management office staffing (\$2,896,618), (2) preparation of a program definition manual (\$1,675,978), preparation of a program charter and program management manual (\$475,161), and preparation of a progressive design builder procurement document (\$334,854). (See <https://elevatebur.com/news/significant-milestone-reached-as-airport-authority-awards-program-management-services-contract-for-the-replacement-passenger-terminal-project/> (as of September 25, 2020). Attached hereto at Exhibit O.)

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the DEIS evaluating only two alternatives—the Proposed Action and the No Action Alternative.

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According to the DEIS, one reason the FAA rejected the many alternatives from further analysis is that those alternatives were not consistent with the version of the Project approved by voters as part of Measure B. (See DEIS, p. 2-19 [explaining the FAA’s screening process].) The FAA, however, should not limit its discussion of alternatives to only those that have previously been approved by the Airport Authority and through Measure B. (See *Sierra Club v. U.S.* (N.D. Cal. 1998) 23 F.Supp.2d 1132, 1145–1146 [agency “not permitted to dismiss alternatives merely on the grounds that they may have been inconsistent with the [agency’s management plan”].) Rather, the FAA must “[e]valuate reasonable alternatives,” even if those alternatives have not been previously endorsed by voters. (See 40 C.F.R. § 1502.14(a).) “The existence of a viable but unexamined alternative renders an environmental impact statement inadequate.” (*Citizens for a Better Henderson v. Hodel* (9th Cir. 1985), 768 F.2d 1051, 1057.)

By limiting the choice of alternatives to only the Proposed Action and the No Action Alternative, the DEIS fails to take a hard look at a reasonable range of alternatives. Regardless of the Airport Authority’s approval and the results of Measure B, the FAA must consider whether there are other alternatives that could feasibly meet the Proposed Actions purpose and need, but lead to fewer and less severe construction-related and operational direct, indirect, and cumulative impacts on the environment and community. (See *Muckleshoot Indian Tribe v. U.S. Forest Serv.* (9th Cir. 1999), 177 F.3d 800, 812 [Forest Service “fail[ed] to consider a range of appropriate alternatives” by only analyzing two very similar action alternatives and the no action alternative].) For instance, as noted above, the FAA should fully consider an airfield reconfiguration alternative that would also include upgrades to the existing terminal to allow compliance with applicable building standards and safety requirements.

As indicated, the FAA must also ensure that the Airport Authority does not take additional actions that could foreclose on the FAA’s ability to analyze (and approve) alternatives superior to the Proposed Action. (See *Metcalf, supra*, 214 F.3d 1141–1144; 40 C.F.R. § 1506.1(b).) The FAA’s NEPA process may not be a rubber-stamp to the decision already made by the Airport Authority. Instead, the FAA should require the Airport Authority to stop moving forward with the Proposed Action until the FAA has completed its NEPA review and adopted a record of decision.

Thank you for the opportunity to comment on the DEIS. In view of the numerous significant issues described above, the FAA’s unconditional approval of the Project on

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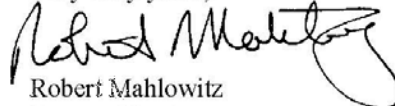


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this record would violate NEPA. The City expects the FAA will reconsider its unsupported assumption that the Project would not lead to increases in passenger demands. The City also recommend that the FAA fix the other errors identified above in a revised, recirculated DEIS.

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Please let us know if you would like to schedule a meeting with City staff to discuss the issues raised in this comment letter. Please also include the City on all future notices for the Project.

Very truly yours,

Robert Mahlowitz
Deputy City Attorney

RM:ev

Enclosures:

Thumb Drive containing PDF copy of letter and exhibits

Exhibits A to O

- Exhibit A. Comment letter from LADOT
- Exhibit B. Technical Letter from Environmental Compliance Solutions
- Exhibit C. Airport Authority, Industry Day Presentation (excerpts)
- Exhibit D. EPA, Technical Guidance for Assessing Environmental Justice in Regulatory Analysis (June 2016) (excerpts)
- Exhibit E. EPA, Memorandum, Subject: Promoting the Use of Health Impact Assessment to Address Human Health in Reviews Conducted Pursuant to [NEPA] and Section 309 of the Clean Air Act (Nov. 10, 2015)
- Exhibit F. EPA, Health and Environmental Effects of Particulate Matter (PM) (Apr. 13, 2020)
- Exhibit G. Federal Interagency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews (Mar. 2016) (excerpts)

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- Exhibit H. EPA, EJSCREEN: Environmental Justice Screening and Mapping Tool (Aug. 2, 2018)
- Exhibit I. FAA, 1050.1F Desk Reference (v2) (Feb. 2020) (excerpts)
- Exhibit J. EPA, EJSCREEN, Screenshots of Use (Oct. 2020)
- Exhibit K. LA Times, “Cost of replacement airport terminal estimated to soar over \$1 billion” (Nov. 6, 2018)
- Exhibit L. Overton Moore Properties, Avion Burbank (2020)
- Exhibit M. FAA, Bob Hope Airport Delta Ramp Rehabilitation Project, Categorical Exclusion Approval (Feb. 18, 2020)
- Exhibit N. FAA, Bob Hope Airport Delta Ramp Rehabilitation Project, Appendix A. Documented Catex (June 2, 2017)
- Exhibit O. Airport Authority, Significant milestone reached as Airport Authority awards Program Management Services contract for the Replacement passenger terminal project (Nov. 4, 2019)

EXHIBIT A

Comment letter from LA DOT

CITY OF LOS ANGELES

CALIFORNIA

Saleta J. Reynolds
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

October 22, 2020

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Subject: **Comments of the Draft Environmental Impact Statement (DEIS) for the proposed Replacement Passenger Terminal Project at the Bob Hope “Hollywood Burbank” Airport**

Dear Ms. Mbakoup,

The City of Los Angeles Department of Transportation (LADOT) appreciates the opportunity to review the Draft Environmental Impact Statement (DEIS), August 2020, for the proposed replacement passenger terminal project at the Hollywood Burbank Airport. The proposed project includes the replacement of an existing 14-gate passenger terminal building located in the southeast quadrant of the airport with a 14-gate replacement passenger terminal building in the northeast quadrant of the airport, along with the extension of two taxiways, a new airplane hangar, a new public parking garage, a new passenger terminal access road, a new central utility plant, a new vehicle storage and staging area, and other replacement components. The existing passenger terminal building would be demolished to accommodate appropriate Federal Aviation Administration (FAA) standards related to runway separation. Based on our review, we offer the following comments:

- Pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State’s California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria to determine transportation impacts under CEQA. LADOT recommends that the scope of the transportation analysis be expanded to include a VMT analysis for the proposed project. This analysis is required, for example, if any future discretionary approvals are required from LADOT, Caltrans or other responsible or trustee agencies for roadway or intersection improvements necessary for implementation of the project. The EIR prepared and certified by the Burbank-Glendale-Pasadena Airport Authority also omitted an analysis of VMT as part of its EIR.

Since the project is considered a unique traffic generator, it is recommended that the transportation analysis include: 1) “VMT per employee” analysis to reflect any increases in the number of employees resulting from the project; 2) “VMT per passenger” analysis to reflect any changes in the travel patterns of airport passengers resulting from the project; and 3) an “induced VMT” analysis to address any local changes to VMT resulting from the roadway

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AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

APPENDIX M – DRAFT EIS COMMENTS AND RESPONSES TO COMMENTS
COMMENTS A - 3

Ms. Edvige B. Mbakoup

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<p>network changes proposed by the project. Such an analysis is consistent with those required of other unique traffic-generating projects. LADOT staff is available to offer specific guidance on how to conduct these analyses.</p>	47
<ul style="list-style-type: none"> The project's transportation analysis should provide for regular trip monitoring and reporting to verify the assumptions of the analysis and, if existing traffic levels are exceeded, the project should implement any necessary mitigations or operational improvements to offset these increases. Such measures should consider, but not be limited to, intersection improvements to optimize efficiency and minimize queues, traffic signal optimization enhancements, Transportation Demand Management plan for airport employees, enhanced transit connections for passengers to reduce vehicle trips, shuttles from the adjacent Metrolink station and the airport, etc. 	48
<ul style="list-style-type: none"> Any passenger increases at the airport may result in additional vehicle trips on the adjacent road network, including on streets located within the City of Los Angeles. Should the analysis be revisited, we encourage you to work with LADOT staff to identify streets and intersections within the City of Los Angeles that should be evaluated to determine if the project may result in any operational impacts. Intersections (especially those that are signalized) along Clybourn Avenue, San Fernando Road, Saticoy Street, Sherman Way, Strathern Street, Vineland Avenue, Vanowen Street, and Victory Boulevard should be considered for evaluation since these are all high-volume arterials that provide direct connections to the airport's access points. 	49
<ul style="list-style-type: none"> The project's construction duration of approximately six years will require a construction traffic management plan and will require the use of streets and intersections within the City of Los Angeles. This would include arterials such as Sherman Way, Victory Boulevard, San Fernando Road, Vineland Avenue, Clybourn Avenue, and Vanowen Street. The City of Los Angeles should be included in the review of any future haul routes, hours of operations, and traffic management planning related to the construction of this project. 	50
<ul style="list-style-type: none"> Special attention should be given to Vineland Avenue, Sherman Way, and Victory Boulevard. These roadways, which facilitate access to the airport, include segments that have been flagged as Vision Zero Priority Corridors because they experience a high percentage (compared to other City arterials) of traffic collisions resulting in fatalities or serious injuries. The City of Los Angeles is actively working to reduce traffic collisions along these priority corridors by implementing transportation safety countermeasures aimed at reducing conflicts and speeds, and enhancing the environment for the most vulnerable users of the transportation systems (pedestrians and bicyclists). The project should be mindful of this effort, ensure that project-related traffic does not exacerbate the problem, and consider contributing funds to implement safety enhancements. On page 4-11, the DEIS cites the collection of trip generation and trip length information data via manual data collection and survey efforts conducted in 2012. Since the collection of this information eight years ago, agencies now have access to big data platforms that provide ground transportation information from cell phones and GPS devices. This information includes 	51



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traffic volumes, travel speeds, origin-destination pairs (which is a proxy for trip lengths and VMT), route choices, etc. LADOT recommends that such a big data platform be used to either validate the 2012 data or update the trip generation and trip length information used for the analysis. Without validation, LADOT does not consider traffic data from eight years ago appropriate to use in current environmental review.

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- The DEIS does not mention the California High Speed Rail Authority's (CAHSRA) plans to connect the Hollywood Burbank Airport to the future high speed rail network. The public circulation period of the DEIR/DEIS for the Burbank to Los Angeles segment of the CAHSRA project ended on August 31, 2020. Alternatives analyses have also been completed for the Palmdale to Burbank segment so concept and alignment plans are available illustrating how the CAHSRA project would be integrated with the Hollywood Burbank Airport. It is unclear why the DEIS neglected to mention this important infrastructure project and how it may impact the airport.

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The LADOT staff that reviewed the project's DEIS have also participated in the review of transportation impact analyses for other passenger airport projects including at Los Angeles International Airport (LAX) and Van Nuys Airport. Based on our experience working with other airports, LADOT encourages the project to consider implementing a Transportation Demand Management (TDM) Program that includes an annual trip monitoring element to determine if the airport operates as presented in the DEIS. Such a monitoring program offers the stakeholders affected by airport activity with a transparent program aimed to address any traffic increases beyond those analyzed in the DEIS.

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LADOT is available to meet and discuss how a TDM Program can be formulated for the airport. If you have any questions regarding these comments, please contact Jesus Serrano by e-mail at jesus.serrano@lacity.org.

Sincerely,



Tomas Carranza, PE
Principal Transportation Engineer

c: Doug Mensman, Mayor Eric Garcetti's Office
Sahag Yedalian, Los Angeles Council District 2
Jay Kim, Assistant General Manager, LADOT Office of Mobility Management



Ms. Edvige B. Mbakoup

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October 22, 2020

Attachment A – Background of LADOT Review Team

1. Tomas Carranza holds a Professional Engineering License as a Traffic Engineer in the State of California. Tomas currently serves as a Principal Transportation Engineer and Bureau Chief overseeing LADOT's Transportation Planning and Development Review functions. Tomas, with 29 years' experience as a transportation engineer, was formerly the lead engineer assigned to the LAX Work Plan. This role included the lead reviewer of the LAX Master Plan traffic impact study, the off-airport mitigation program, and all environmental documents related to LAX projects. Tomas continues to serve as an advisor to LAWA providing guidance on the scope of transportation analyses related to planned infrastructure and modernization enhancements at and around LAX.
2. Jesus Serrano holds a Professional Engineering License as a Traffic Engineer in the State of California. Jesus currently serves as a Senior Transportation Engineer and Division Manager overseeing LADOT's San Fernando Valley Planning and Environmental Review Office. Jesus, with over 29 years of experience as a transportation engineer, leads an office of transportation and civil engineers that review transportation impact studies and environmental impact reports for land use and infrastructure proposals within the San Fernando Valley area.
3. Eddie Guerrero holds a Professional Engineering License as a Traffic Engineer in the State of California. Eddie currently serves as a Senior Transportation Engineer and Division Manager overseeing both LADOT's Metro and West Los Angeles Planning and Environmental Review Offices. Eddie, with 26 years' experience as a transportation and civil engineer, leads an office of transportation and civil engineers that review transportation impact studies and environmental impact reports for land use and infrastructure proposals throughout all of the City of Los Angeles except for the San Fernando Valley area. Eddie's team includes staff dedicated to the LAX Work Program which includes ensuring compliance with the LAX Master Plan MMRP and annual trip generation monitoring report. Eddie is also the LADOT liaison to the Los Angeles World Airports agency, which runs and operates LAX and Van Nuys Airport.
4. Vicente Cordero holds a Professional Engineering License as a Traffic Engineer in the State of California. Vicente, with 19 years of experience as a transportation engineer, currently serves as a Transportation Engineer and oversees the LADOT's San Fernando Valley development review functions. This role includes leading a team of engineers that review all transportation impact studies for proposed land use and infrastructure projects in the San Fernando Valley area. Given his experience, Vicente's role is to supervise staff, offer guidance, and to lead on challenging or unique land use proposals, such as past projects related to the Van Nuys Airport.

EXHIBIT B

EIS Technical Letter



Environmental Compliance Solutions, Inc.
171 Pier Avenue, Suite 337
Santa Monica, CA 90405

October 19, 2020

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Subject: Comments on the Bob Hope "Hollywood Burbank" Proposed Replacement Terminal Project Draft Environmental Impact Statement (EIS)

Dear Ms. Mbakoup,

Environmental Compliance Solutions, Inc. (ECS) appreciates the opportunity to review and comment on the aforementioned Draft Environmental Impact Statement (DEIS).

ECS was established in 1995. We specialize in preparing air quality analyses, air dispersion modeling, health risk assessments and greenhouse gas inventories for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents (including for airport projects). We have also provided third-party technical review for airport and other complex industrial CEQA/NEPA documents. Our focus is on potential air quality impacts. Attached to this letter are the professional qualifications for myself and my associates who assisted on this review.

I. General Observations on DEIS Inadequacies

Appendix E, Air Quality, of the DEIS omits important information and presents confusing data. There is no explanation as to how operational criteria pollutant, greenhouse gas and hazardous air pollutant (HAP) emission calculations were derived. (Appendices E-1 through E- 4). No backup documentation, equipment assumptions, inputs, emission factors or methodology is included; thereby rendering meaningful third-party review virtually impossible. As a result, the document fails to adequately disclose to the public and decision-makers potential impacts associated with air pollution exposure.

For example, Appendix E-4 is entitled, *HAP Emissions Calculations*. However, there are no HAP emission calculations included. HAPs are simply listed by daily and annual emissions with no explanation as to how the emissions were calculated or which sources result in which emission types. (Appendix E-4). Other toxic emissions expected to be associated with this type of project (including those associated with diesel exhaust) are not included at all. (Appendix E -

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<p>4). This appendix simply lists <i>Maximum Annual Construction HAP Pollutant Emissions Summary</i> in a table. No documentation is provided as to the source of each toxic compound, calculation methods, emission factors, equipment specification, which year emissions are expected to occur, and/or validation. However, this information must be included because without it, no specific meaningful comments or third-party technical analyses can be provided on this DEIS. Verification of the conclusion that no significant air quality or human health impacts would occur cannot be completed with the limited information provided in the document.</p> <p>Appendix E-4 goes on to include a table of HAPS without a header that is cut off on the right-hand side—it can only be identified here by the years it seems to reference (e.g., 2018, 2024, 2029, etc.). A column entitled, "HAPS" is listed without explanation as to what the table means, where the numbers came from, and/or which "HAPS" are being referred to. Calculation inputs are neither defined nor identified. In the absence of back up documentation showing the math and raw data input necessary to document these numbers, no specific meaningful comments or third-party technical analyses can be provided on this DEIS.</p>	54
<p>Section 3: <i>NEPA Air Quality Protocol</i> of Appendix E-1 is written in the future tense (e.g., "Year 2018 <i>will</i> be used" ...; "The air quality analysis...<i>will</i> address..."). (Appendix E-1, p. 21). It appears that this section refers to additional air quality analysis that is forthcoming and/or not included in this EIS, yet there is no indication when or how this future analysis will be conducted. Section 3.5 entitled Air Dispersion Modeling states, "If required for this project, air dispersion modeling will be used to predict pollutant concentrations for construction sources as well as operational sources for the 2018 existing condition, 2024, and 2029 Proposed Action and No Action conditions, as well as for any other action alternative carried forward for detailed consideration in the EIS." (Appendix E-1, p. 30)." It is unclear when it will be determined whether or not modeling will be required, but this modeling should be conducted because it would be necessary to demonstrate potential project-related exceedances of applicable National Ambient Air Quality Standards (NAAQS). Emission calculations (and all associated inputs) and modeling should be included in a revised DEIS, which should be recirculated for public review and comment.</p>	55
<p>II. Construction-Related Emission Impacts</p>	
<p><i>Remediation Emissions Not Included</i></p>	
<p>Equipment and resulting emissions associated with remediation activities are not included in the document. This is a significant oversight as that task would be expected to involve the removal of significant volumes of contaminated soil. The DEIS indicates that there may be hexavalent chromium and/or other toxic materials in the contaminated soil that will be unearthed as part of the project. (DEIS, p. 4-52). In addition to the hexavalent chromium specifically mentioned in the DEIS, soil underneath and around an airport would in all probability contain other federally-regulated metals, including, but not limited to: arsenic, beryllium, cadmium, and lead.</p>	56
<p><i>Overestimation of Mitigation Measures</i></p>	
<p>Construction-related emission estimates include mitigation credit of an unrealistic and unsubstantiated 85% reduction in volatile organic compounds (VOCs), a nearly 94% reduction</p>	57



in nitrogen oxide (NOx), and a more than 96% reduction in diesel exhaust for several construction phases. (DEIS, Appendix E-2 – Tables entitled “Demolition – NEQ – South Coast Air Basin, Annual, Summer and Winter”). It is unclear what measure or measures would result in such significant emission reductions. The CalEEMod model appears to have been altered to over-ride the “built in” California off-road diesel engine emission rates with those of all brand new Tier IV Final off-road construction engines. It is unclear if these engines even exist for all types of equipment or whether their exclusive use, if possible, would result in such significant emission reductions.

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These assumptions are not included, verified, or explained in the document. This false premise results in a significant under reporting of actual criteria pollutant and toxic emissions.

For example, pages 15 and 16 of Appendix E-1 indicates that the use of Best Available Control Technology (BACT) is promised for off-road engines, trucks and generators, but it is unclear what is meant by this. BACT generally refers to control equipment for stationary equipment, not mobile equipment.

Further, the use of “clean burning diesel” in generators is promised to be used. (Appendix E-1, p. 16). However, it is unclear what this term means and the DEIS offers no definition. No estimation of potential emission reductions associated with this measure is correlated with the significant emission reduction estimates.

Architectural Coating Usage Inconsistencies

Page 28 of Appendix E-1 in the DEIS states, that “VOC emissions will not be estimated for building interior or exterior walls and surfaces that arrive at the Airport in a pre-coated state or that do not require architectural coating.” Appendix E-2 goes on to indicate that less than one pound per day of VOCs from painting is assumed to occur as part of building construction (DEIS, Appendix E-2 – Tables entitled “Demolition – NEQ – South Coast Air Basin, Annual, Summer and Winter”). It is illogical and/or seems impossible that construction of a brand new airport terminal building, aircraft apron, parking structures, cargo buildings, GSE and passenger terminal maintenance buildings, and central utility plant, etc. would paint such a small portion of interior or exterior walls that the painting VOCs would result in less than one pound per day.

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In fact, the EIR for this project stated that architectural coating and consumer product (aerosol paints, etc.) usage would result in VOC emissions of more than **92 pounds per day**. (EIR, Appendix F – Air Quality Technical Report, Table entitled, Burbank AP Operations (NEQ), South Coast Air Basin, Annual, Table 6.2 – Area by SubCategory Mitigated 16.8710 tons per year of VOCs this category). This would result in annual emissions in excess of the Federal Conformity Analysis requirement standard of 10 tons per year of VOCs. Section 176(c) of the Federal Clean Air Act requires federal agencies to ensure that their actions conform to the appropriate State Implementation Plan (SIPs) for non-attainment air districts (such as the South Coast Air Basin). (40. U.S.C. § 7506). As outlined in Table 3.4-1 of this DEIS, the de minimus thresholds are 10 tons per year for both NOx and VOCs. The use of paint and consumer products would also occur while other overlapping, VOC-emitting tasks would occur. **Therefore, this DEIS should be revised and recirculated with accurate emission estimates and a General Conformity Determination.** (See 40 C.F.R. § 93.153).

III. Human Health Impacts

The DEIS concludes that there are no "significant impacts that would disproportionately affect children's health or safety," including those related to air quality because the DEIS found that "there would be no significant air quality impacts." (DEIS, p. 4-86). Yet, the document fails to provide adequate data to support that conclusion. As an initial matter, human health impacts to all communities (residents, off-site workers, children, the elderly, etc.), not just to children. **An HRA that addresses the below issues and applies to all affected communities should be prepared and included in a revised and recirculated EIS that is made available for public comment and review.**

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Required Elements of an HRA

At a minimum, the document should be revised and recirculated to include an HRA completed in accordance with EPA-required and approved air dispersion modeling and health risk assessment procedures. [EPA's: Risk Assessment for Toxic Air Pollution: A Citizen's Guide, March 1991; EPA document #450/3-90-024] In general, HRAs involve four elements, discussed in detail below:

- 1) Emissions Estimations of Hazardous Air Pollutants;
- 2) Exposure Assessments;
- 3) Dose-response Assessments; and
- 4) Potential Health Risk Quantification.

Emissions Estimations of Hazardous Air Pollutants

Emission estimates involve identifying and quantifying emissions of potential regulated toxic substances (i.e., HAPs) from each source. HAPs are identified as either carcinogenic or possibly associated with short-term or long-term non-cancer health impacts. As explained above, this DEIS fails to explain or "show work" as to how any of the HAP emissions which are mentioned were quantified and it fails to include mention of numerous other HAPs which would be associated with diesel and gasoline combustion.

Exposure Assessments

Exposure assessment includes air dispersion modeling, identification of emission exposure routes and estimation of exposure levels. The modeling estimates ground level concentrations based on an emission rate of one gram per second. This rate is then multiplied by the worst case potential emission rate for each substance to obtain ground level concentrations. In addition to inhalation, potential pathways of exposure to offsite receptors include dermal exposure and ingestion.

Dose Response

Dose-response assessments describe the quantitative relationship between a human's exposure to a substance (the dose) and the incidence or occurrence of an adverse health impact (the response). All regulated carcinogenic chemicals are assigned cancer potency factors. A cancer potency factor represents the upper bound probability of developing cancer based on a continuous lifetime exposure.

<p>According to the EPA, "sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Extra care must be taken when dealing with contaminants and pollutants in close proximity to areas recognized as sensitive receptors. https://www3.epa.gov/region1/eco/uep/sensitivereceptors.html</p> <p>The location of the nearest sensitive receptors to a project site is needed to assess toxic impacts on public health.</p> <p>Exposure Pathways</p> <p>A receptor can be hypothetically exposed to a substance through several different pathways. Typically, the primary environmental exposure pathway in an HRA is direct inhalation of gaseous and particulate air pollutants. However, there is the potential for exposure via non-inhalation pathways due to the deposition of particulate pollutants (DPM) in the environment.</p>	<p>59</p>
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Toxic Air Pollution

<p>The document fails to address potential human health impacts associated with exposure to toxic air pollution. The DEIS does not include an HRA or any comparable analysis and provides no support for the health and safety conclusions made in Section 4.12.3. Appendix E-1 of the DEIS further states that no HRA would be performed to assess human health risks. (DEIS, Appendix E-1, p. 47). Absent this analysis, it would be impossible to conclude that there are no environmental impacts to nearby residents from toxic air pollution associated with the Project.</p> <p>First, as stated above, soils in the project site contain hexavalent chromium and likely several other federally-regulated and toxic metals. The removal and remediation of these soils should be evaluated in an HRA before construction that would displace these soils begins.</p> <p>Second, more than 52,000 heavy duty diesel truck trips will be used to demolish and grade the area in the first phases of construction. (DEIS, Appendix E-2). Given the densely populated areas immediately surrounding the airport footprint, anticipated routes for trucks carrying all potentially hazardous materials (including contaminated soil) should be disclosed as part of the air quality, transportation, and noise assessments. An HRA should be conducted which includes not only exhaust from construction-related diesel trucks, but the possibility of exposure to hauled contaminated soils.</p> <p>The document repeatedly mentions construction as a "short-term" activity. (DEIS, pp. 4-77, 4-111). A 6+ year construction schedule (six days per week) is not short term, as indicated in the document. This prolonged construction should be factored into all analysis, especially as it relates to human health. Further, while the federal government may not consider diesel particulate matter exhaust (DPM) in total to be a carcinogen, nearly all of the 20+ individual exhaust constituents are regulated as HAPs by the Federal Clean Air Act. (42 U.S.C. § 7412(b)). As such, this document should include an HRA to analyze potential health impacts associated with exposure to all HAP airport sources including diesel exhaust from both construction activities as well as on-going airport operations (GSEs, emergency generators, truck deliveries, etc.). Diesel exhaust contains the following regulated compounds: benzene,</p>	<p>60</p>
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<p>formaldehyde, PAH's, naphthalene, acetaldehyde, acrolein, 1,3-butadiene, chlorobenzene, propylene, xylene, ethyl benzene, arsenic, cadmium, chromium, lead, manganese, mercury, nickel and selenium. Most of these compounds are absent from the list of project-related HAPS included in the DEIS's Air Quality Appendix. (DEIS, Appendix E-1, p. 45).</p> <p>The DEIS, to be as transparent as possible about potential health risks, should include an HRA that assesses all of these sources and associated risks.</p>	60
<p>Hazardous Air Pollutants</p> <p>Any human health impact assessment should include estimations of all potential HAPs resulting from the proposed Project. Appendix E of the DEIS simply lists <i>Maximum Annual Construction HAP Pollutant Emissions Summary</i>, but does not offer documentation as to the source of each toxic compound, calculation methods, which year emissions are expected to occur, and/or validation. (DEIS, Appendix E-4).</p> <p>Critically, no explanation is provided as to why a human health risk assessment was not conducted to determine potential cancer and chronic health effects associated with exposure to each of the HAP compounds or a combination thereof. The DEIS summarizes project emissions of the following regulated carcinogenic chemicals: 1,3-butadiene, 2,2,4-Trimethylpentane, acetaldehyde, acrolein, benzaldehyde, benzene, cyclohexane, formaldehyde, m-xylene, naphthalene, n-heptane, o-xylene, propionaldehyde, styrene, and toluene, but provides no explanation as to how these emission estimates were derived. (Ibid). Critically, as mentioned previously, numerous other regulated HAPs which would result from diesel and automobile combustion are omitted from the list without explanation.</p> <p>In addition to annual and daily emissions, in order to quantify potential health risks from acutely hazardous compounds, emission breakdowns by hour are necessary.</p> <p>Page 45 of Appendix E-1 of the DEIS lists possible HAPs associated with the project. However, the same list in Appendix E-4 indicates that there are zero project-related emissions associated with seven of the listed chemicals.</p> <p>As mentioned previously, potential carcinogenic, chronic and acute health effects associated with ongoing exposure to, at least, 15 carcinogenic compounds should be quantified and included in an HRA.</p>	61
<p>Sensitive Receptors</p> <p>The DEIS under-cludes sensitive receptors in its analysis. The document's "General Study Area" lists only nine schools near the project site. The statement that, "there would be no significant air quality impacts resulting from the Proposed Action" is misleading and deceptive as it is based on the premise that disclosure of potential health impacts is not necessary in this document and also based on a too-small area of potential impact. (DEIS, p. 4-86). The "General Study Area" should be expanded to include sensitive receptors that are not just immediately adjacent to the airport boundary. A cursory Google Earth review shows a significant number of schools, hospitals, etc. within a two mile radius of the airport (see attached). All sensitive receptors (not only schools) should be included and disclosed in the document.</p>	62

Construction-related emissions such as diesel construction trucks, soil hauling, and rock crushing operations would impact sensitive receptors more than two miles away as a result of their operation and also because those trucks would be routing through these affected neighborhoods. The estimated 1.7 million+ passenger vehicle trips would also drive through the surrounding areas. Further, aircraft exhaust would also be expected to affect a "General Study Area" considerably larger than the one indicated by the sensitive receptor map on page 35 of Appendix E-1.

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HRAs in Other NEPA Documents/Environmental Justice

While the FAA contends that an HRA is not necessary for the Project, for all the reasons stated above, an HRA conducted in accordance with EPA standards should be completed and included in a revised and recirculated DEIS. (DEIS, Appendix E-1, p. 47). Without air dispersion modeling and an HRA encompassing both construction-related and operational emissions, no determination of potential impacts to surrounding communities can be made.

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Further, Executive Order 12898 directs all federal agencies to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...." (<https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>)

The document's conclusion that there are neither minority nor low-income neighborhoods near the Burbank Airport should be explained and all back-up Census data relied upon should be supplied (page 4-85). This Draft EIS' two-page discussion of Environmental Justice is woefully inadequate (pages 4-84-85).

IV. Noise Impacts

Noise impacts from living in close proximity to an airport can be significant and often include adverse health impacts. The Institution of Occupational Safety and Health (IOSH) has indicated that prolonged exposure to excessive noise levels can lead to tinnitus, hearing loss, effects on unborn fetuses, increased blood pressure, stress and higher incidences of human error. (IOSH, Noise, available at <https://iosh.com/resources-and-research/our-resources/occupational-health-toolkit/noise/> accessed on October 12, 2020, attached here). None of these potential impacts are discussed in the DEIS, but they should be included.

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DEIS Table 4.11-1, Typical Construction Noise Levels, lists some, but not all, types of construction equipment. (DEIS, p. 4-78). Rather, Table 4.11- includes only a refined sample of equipment. Importantly missing from the table, among other things, is a vibratory impact hammer (i.e., jack hammer). Jack hammers are typically used to remove concrete and asphalt from such things as parking lots; which is a main component of project construction and will be conducted over extended periods of time. The typical jackhammer has a decibel (dBA) rating of approximately 130 while a jet plane has a decibel rating of approximately 120 dBA. (American Speech-Language-Hearing Association, Loud Noise Dangers, available at <http://www.asha.org/public/hearing/Loud-Noise-Dangers/> accessed on October 12, 2020, attached here). The use of jack hammers during construction appears to be excluded from the DEIS's noise analysis, but it must be included for proper analysis.

Furthermore, all construction equipment identified throughout the Air Quality Appendix (Appendix E) should be combined and assessed with existing airport operations. Further explanation regarding how the community noise exposure level (CNEL) in the project area remains at 65 dBA and does not increase as a result of the Project needs to be included. It is unlikely, given the scope and length of construction work and the future increase in operations, that no increase in dBA can be measured from the Project. The DEIS should more comprehensively address noise for accuracy and to better comport with industry standard analysis.

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V. Summary

The overall failure of the DEIS to explain how calculations were completed and what input information, emission factors, and assumptions were utilized, does not allow for an accurate third-party review of the document. More importantly, it is vague and misleading with respect to potential human health impacts associated with construction and operational emissions of criteria pollutants and hazardous air pollutants. The omission of an HRA results in a failure to fully disclose potential health impacts to neighbors and nearby communities. This is inconsistent with the requirements and public disclosure intent of NEPA.

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A revised document should be recirculated for public review and comment which includes, at least, all back-up calculations used to complete both the necessary general conformity determinations and human health risk assessments.

Thank you in advance for your consideration of these comments.

ENVIRONMENTAL COMPLIANCE SOLUTIONS, INC.



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RESPONSE TO COMMENTER A-3

1. Comment noted.
2. The comment alleges the Proposed Project description is not easy-to-understand and the Draft EIS is defective because “a reader must piece together information provided in various parts of the DEIS, including the Executive Summary, Purpose and Need, and Alternatives chapters” and then claims “[t]his organization is contrary to NEPA....” FAA respectfully disagrees. As stated in **Section 1.1** of the EIS, this EIS has been prepared and organized in compliance with the National Environmental Policy Act (NEPA), as amended, Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 1050.1F Desk Reference, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Specifically, FAA used the standard EIS format prescribed by the CEQ regulations in 40 CFR 1502.10 and by FAA Order 1050.1F, paragraph 7-1.1., which advises the FAA to include an Executive Summary and various sections or chapters discussing the Purpose and Need, Alternatives, Affected Environment, etc.

Contrary to the comment's assertion that the Proposed Action is incomplete, **Section 1.4** of the EIS provides a full and accurate description of the Proposed Project and its project components, which are included and analyzed in the EIS. Exhibits **1.4-1** and **1.4-2** depict where each project component is located. FAA's proposed federal actions are listed in **Section 1.5** of the EIS.

Section 1.3 of the EIS outlines the purpose and need for the project. **Section 1.3** of the EIS also describes that FAA Order 1050.1F, Section 6-2.1(c), briefly states the purpose and need statement, describes the underlying purpose and need for the federal action, and provides the foundation for identifying reasonable alternatives to the Proposed Project. As shown in **Section 1.3** of the EIS, increasing concession revenues is not considered by FAA to be a purpose and need of the Proposed Project.

3. According to FAA Order 5050.4B, FAA requires no more than 25 percent level of design to avoid the appearance of pre-judging the Proposed Project prior

to completion of the NEPA process.¹⁴ Detailed construction planning has not yet been developed to a level sufficient to evaluate specific roadway transportation analysis but that is not necessary or required under FAA's orders. As mentioned in **Section 4.12.1.4** and shown in **Exhibit 3.9-1** of the EIS, all construction staging areas, including construction worker parking areas, would occur on Airport property, which was included in the analysis of the Detailed Study Area. See Response 18 to this comment submission for more information on construction traffic analysis and haul routes. FAA evaluated construction impacts in each resource category in **Chapter 4** of the EIS and they are discussed in the individual sections. For example, in **Section 4.3.4.1** air quality impacts from construction activities such as trucks were included as part of the emissions inventory modeling; **Section 4.4.4.2** analyzed construction impacts to unlisted species; **Section 4.5.4.1** analyzed greenhouse gases impacts from construction activities; **Section 4.6.4** analyzed impacts of construction activities on historic properties, etc.

The FAA, as the lead agency in the preparation of the EIS, does not have a requirement in any FAA Order for a detailed construction transportation analysis. However, as described in **Section 4.12.1.4** of the EIS, the Authority would prepare a construction traffic management plan that would include the details and regulatory requirements regarding construction traffic, including truck haul routes. As stated in **Section 4.12.1.4**, truck haul routes designated by the cities of Burbank and Los Angeles would be used by construction vehicles associated with the Proposed Project. Additionally, **Section 4.3.5.1** of the EIS identifies construction emissions minimization measures to be implemented as part of the Proposed Project.

4. According to FAA Order 5050.4B, the FAA requires no more than 25 percent level of design to avoid the appearance of pre-judging the Proposed Project prior to completion of the NEPA process.¹⁵ Therefore, the replacement passenger terminal building has not been designed at a level to determine how many concessionaires would be included. The Authority cannot guarantee that there would be an interest from new concessionaires to operate in the proposed replacement passenger terminal building. Notwithstanding the above, the level of waste being generated at the Airport is determined by the forecast number of enplanements not by the number of

¹⁴ FAA. (2006, April 28). Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Section 1004c.

¹⁵ FAA. (2006, April 28). Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Section 1004c.

concessionaires. The EIS used the 2018 TAF enplanements, which was published by the FAA in January 2019 (see **Section 1.2** of the EIS for the forecast enplanements). The EIS's analysis of solid waste was based on the 2018 TAF enplanements and therefore, addresses solid waste generated as a result of the Proposed Project compared to the No Action Alternative (see **Section 4.7.4.3** of the EIS).

5. **Exhibit 1.4-1** has been modified to more clearly show the location of the existing Airport Traffic Control Tower (ATCT). The Proposed Project does not require construction of a new ATCT and the location of the ATCT would not change as a result. The Authority completed a concept validation study for the replacement passenger terminal building and the FAA coordinated the proposed replacement passenger terminal building and site elevation with FAA-BUR ATCT as part of the ALP review process. If the Proposed Project is approved, the Authority would be required to submit a Notice of Proposed Construction or Alteration (i.e., an obstruction evaluation)¹⁶ prior to construction of the replacement passenger terminal building. Therefore, the proposed replacement passenger terminal building is not anticipated to result in an obstructed line-of-sight for the existing ATCT for aircraft movements.
6. Under the Proposed Project, the proposed replacement passenger terminal building would include 14 aircraft gates, which is the same number of aircraft gates of the existing passenger terminal building. **Section 1.4** of the EIS provides a detailed list of all components of the Proposed Project. No project component is associated with "private jet operators". **Section 1.3** of the EIS specifically states that one of the Authority's specific goals for the Proposed Project is to "provide an energy-efficient passenger terminal building with the same number of aircraft gates and the same number of public parking spaces as the existing facilities for commercial passengers." The following footnote has been added to the sentence above in **Section 1.3** of the EIS in order to clarify that the Proposed Project is for commercial air carriers and not general aviation aircraft (such as business jets): "The Proposed Project is intended to resolve several problems with the existing passenger terminal building used by commercial air carriers operating under 14 CFR § 121, *Air Carrier Certification*. The existing and proposed replacement passenger terminal building does not and would not, respectively, accommodate general aviation aircraft operators."

¹⁶ FAA. (2019 April). Form FAA 7460-1 – *Notice of Proposed Construction or Alteration*.

7. As previously described, according to FAA Order 5050.4B, FAA requires no more than 25 percent level of design to avoid the appearance of pre-judging the Proposed Project prior to completion of the NEPA process.¹⁷ The proposed replacement passenger terminal building has not been designed at a level to determine the precise location of landscaping, signage, or sidewalk improvements. That level of detail, which is not needed to evaluate and disclose the environmental impacts of the Proposed Project under NEPA, will occur as part of the final design of the proposed replacement passenger terminal building. The Authority gathered input from the public on initial design details during the design charrettes. The information obtained during the design charrettes is intended to be used as part of the final design process for the replacement passenger terminal building. Thus, inclusion of specific details requested in this comment is not necessary and recirculation of the Federal EIS is not required.
8. **Appendix E** is an accurate portrayal of air quality emissions that are expected to result from implementation of the Proposed Project because the analysis meets the standards and requirements of FAA guidance and NEPA. NEPA regulations [40 CFR §§ 1502.9(b) and 1502.23] state that the EIS shall be prepared “in accordance with the scope decided upon in the scoping process” and “agencies shall ensure the professional integrity, including scientific integrity, of the discussions and analyses in environmental documents”. The EIS was prepared in accordance with the NEPA Air Quality Protocol (Protocol), which was agreed to by the FAA and the following agencies with authority or jurisdiction over air quality: South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB), Southern California Association of Governments (SCAG), and U.S. Environmental Protection Agency (U.S. EPA). Each of these agencies were provided the draft Protocol for their review and concurrence. Upon review of the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document while SCAG deferred comments on the Protocol to FAA, U.S. EPA, CARB, and SCAQMD. Additionally, the Protocol was prepared in accordance with the Clean Air Act (CAA) [40 CFR §§ 93.150-160], FAA Order 1050.1F, *FAA Order 1050.1F Desk Reference*, and the FAA Air Quality Handbook. **Appendix E** contains the approved Protocol, and the construction and operational emissions outputs and results from the models used to calculate them as

¹⁷ FAA. (2006, April 28). Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Section 1004c.

outlined in the Protocol. Thus, since the EIS follows the Protocol agreed to by the Federal and State agencies responsible for ensuring quality and conformity with air quality requirements, it provides the meaningful analysis required under NEPA.

Exhibit B (§ I) of this comment submission contains specific comments regarding calculation of operational criteria pollutant, greenhouse gas, and hazardous air pollutant (HAP) emissions. The EIS's operational criteria air pollutant, greenhouse gas, and HAP emissions were calculated correctly as required in the approved Protocol (see **Sections 3.2, 3.7, and 3.9 of Appendix E-1**, respectively), and presented in **Appendix E-3** of the EIS. The EIS adequately discloses potential impacts resulting from the Proposed Project to the public and decision-makers. The Protocol discusses the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses for the Proposed Project. Operational criteria pollutants (**Section 3.2 of Appendix E-1**), greenhouse gases (**Section 3.7 of Appendix E-1**), and HAPs (**Section 3.9 of Appendix E-1**) each have their own section in the Protocol outlining how emissions were derived and calculated. **Section 3.5** of the Protocol discusses the air dispersion modeling methodology that was conducted for construction and operational criteria pollutants and greenhouse gases. See Responses 54 and 55 to this comment submission, which refutes the statement in the comment that the Protocol contains multiple omissions, errors, or conflicting or incomplete information. Additionally, see Comment 5 in the U.S. EPA comment submission (Commenter A-5), which confirms that the Proposed Project would not exceed *de minimis* thresholds and would not violate or delay attainment of the National Ambient Air Quality Standards (NAAQS). Therefore, the EIS does not need to be revised or recirculated.

9. As indicated in **Section 1.4** of the EIS, remediation of the Proposed Project site is not a component of the Proposed Project. The site of the proposed replacement passenger terminal building project includes the site of the former Lockheed B-6 plant. This site has already been under remediation as described in **Section 3.8.2.1** of the EIS. This section of the EIS states, *"Since that time [1991], remediation has been performed at the Airport and the Regional Board has issued some closure letters to acknowledge completion of certain cleanup activities at the Airport, primarily the removal and closure of USTs, contaminated soil, and demolition of subsurface features of concern."* Therefore, the EIS's construction air quality analysis is

not flawed as remediation activities are not expected to occur under the Proposed Project. Exhibit B (§ II) of this comment submission contains comments regarding construction related emissions resulting from associated remediation activities, primarily the assumption that implementation of the Proposed Project would necessitate the removal of significant volumes of contaminated soil. Please refer to Response 56 to this comment submission. The discussion of past soil contamination and remediation activities that have occurred at the Proposed Project site is discussed in **Section 3.8** of the EIS. Specifically, **Section 3.8.2.1** of the EIS discusses past groundwater and soils investigations at the Proposed Project site. Past activities on and off-site in the Detailed Study Area have resulted in hazardous materials contamination of soil and groundwater, primarily volatile organic compounds (VOCs) and hexavalent chromium, although numerous contaminants including other heavy metals, were analyzed for in these investigations. The Detailed Study Area has been investigated for potential groundwater and soil contamination under the California Regional Water Quality Control Board, Los Angeles Region (Regional Board) Well Investigation Program as part of the San Fernando Valley Groundwater Basin Superfund Site. In 1996, the Regional Board issued “No Further Requirements” letters for soil in the area, which encompassed the Proposed Project site. Additionally, the Authority conducted a soil and soil vapor investigation of the Proposed Project site in 2017 (see **Exhibit 4.7-1** of the EIS). The Regional Board reviewed these results and found that additional soil sampling of the site was not required and considers the Proposed Project site compatible for the construction and operation of a replacement passenger terminal building. Furthermore, as shown in **Section 4.7.5.2** of the EIS, the analysis considers the Soil Management Plan (SMP) that the Regional Board requires the Authority to get approved prior to construction and SCAQMD Rule 1166, which could require vapor intrusion strategies and/or technologies based on soil sampling results. Therefore, because the soils at the Proposed Project site were previously remediated and “No Further Requirements” letters regarding soil contamination were issued and because the Regional Board found that additional soil sampling was not required after reviewing the latest soil samples at the Proposed Project site, extensive soil remediation is not expected to occur and therefore, was not listed as part of the Proposed Project.

Since extensive remediation activities have already been conducted at the Proposed Project site and further soil remediation activities, especially the removal of significant volumes of contaminated soil, are not required, the

claim that the EIS's construction air quality analysis is flawed is not correct.

10. The Air Quality Protocol (Protocol), prepared in accordance with the CAA [40 CFR §§ 93.150-160], FAA Order 1050.1F, *FAA Order 1050.1F Desk Reference*, and the FAA Air Quality Handbook (presented as **Appendix E** of the EIS), was agreed to by the FAA and other agencies having authority or jurisdiction over air quality. The Protocol states how emissions would be estimated and includes the use of minimization measures to reduce VOCs, NOx, and diesel exhaust. This is outlined in the Air Quality Improvement Plan (AQIP), in **Section 4.3.5** of the EIS, and in **Section 3.3** of the Protocol. Therefore, the EIS's construction-related emissions estimates properly include credit from the Proposed Project's minimization measures as agreed to in the Protocol and the AQIP. **Appendix E** of the EIS outlines the overall approach, specific methodologies, models, data sources, assumptions, and other supporting information that were used for the Proposed Project's Air Quality Assessment, which was used in preparation of the EIS. **Section 3.3** of the Protocol discusses construction sources, including the assumptions used to reduce VOCs, NOx, and diesel exhaust, which are part of the AQIP. **Section 2.2.1** of the Protocol and **Section 4.3.5** of the EIS discuss the Memorandum of Understanding (MOU)¹⁸ between SCAQMD and the Authority, which was finalized in September 2019 with the submission of an AQIP¹⁹ by the Authority to SCAQMD and SCAQMD's acceptance of it. The AQIP outlines the strategies the Authority is taking to reduce mobile emissions at the Airport and is modeled after SCAQMD's Measure MOB-04 from the 2016 AQMP. The AQIP includes the following programs: Ground Support Equipment (GSE) Emissions Policy, a Clean Construction Policy, Airport-Owned Clean Fleet, Electrical Charging Infrastructure, Burbank-Metrolink Shuttle Connection Program, Burbank Employee Rideshare Policy, and Electric Bus Policy. The Authority will be required to comply with the AQIP, as agreed to in Section II of the MOU, and discussed in **Section 4.3.5** of the EIS.

¹⁸ South Coast Air Quality Management District. (2019, September). Memorandum of Understanding Between South Coast Air Quality Management District and Burbank-Glendale-Pasadena Airport Authority Regarding Hollywood Burbank Airport's Air Quality Improvement Plan. Retrieved November 2020, from South Coast Air Quality Management District: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/facility-based-mobile-source-measures/final-bur-mou-12-20-19-rev.pdf?sfvrsn=6>.

¹⁹ South Coast Air Quality Management District. (2019, September). Hollywood Burbank Airport Air Quality Improvement Plan. Retrieved November 2020, from South Coast Air Quality Management District: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/facility-based-mobile-source-measures/revise-aqip-bur.pdf?sfvrsn=6>.

Section 4.3.5.1 of the EIS specifically discusses the Construction Emission Minimization Measures, outlined in the AQIP Clean Construction Policy, that are relevant to the Proposed Project. The relevant minimization measures state that starting in 2020, the Authority would require all Capital Improvement Projects (CIP) construction contractors to submit clean construction plans and comply with the following requirements:²⁰

- » On-road medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds would comply with U.S. EPA 2010 on-road emissions standards for PM₁₀ and NO_x. Construction contractors would be required to use such on-road haul trucks or the next cleanest vehicle.
- » Off-road diesel-powered construction equipment greater than 50 horsepower would meet, at a minimum, U.S. EPA Tier 4 (final) off-road emissions standards.
- » Construction contractors would use grid-based electric power at the construction site where feasible. If diesel- or gasoline-fueled generators are necessary, generators using “clean burning diesel” fuel and exhaust emission controls would be utilized.
- » Construction contractors would designate a person or persons to monitor construction-related measure through direct inspections, record reviews, and investigations of complaints.

These Construction Emission Minimization Measures, primarily the use of U.S. EPA Tier 4 (final) off-road emissions standards, result in substantial reductions in the emissions of VOCs, NO_x, and diesel exhaust compared to the CalEEMod default, which uses the statewide fleet mix emissions standards. These substantiated mitigation emission credits, as outlined in the AQIP and included in the Protocol for the Proposed Project, were correctly applied in the CalEEMod runs for the Proposed Project. Thus, construction emissions were not underreported in the EIS.

Clean burning diesel refers to ultra-low sulfur diesel (ULSD). ULSD is a cleaner-burning diesel fuel that contains 97 percent less sulfur than low-sulfur diesel. No specific reductions were taken based on the use of “clean burning diesel” for the emergency generators.

²⁰ South Coast Air Quality Management District. (2019, September). Hollywood Burbank Airport Air Quality Improvement Plan. Retrieved November 2020, from South Coast Air Quality Management District: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/facility-based-mobile-source-measures/revise-aqip-bur.pdf?sfvrsn=6>.

Regarding the estimation of VOCs from architectural coating and consumer products, as stated in the Protocol (see **Section 3.3** of **Appendix E-1**), VOC emissions would be based on CalEEMod assumptions for coating activities. VOC emissions would not be estimated for building interior or exterior walls and surfaces that arrive at the Airport in a pre-coated state or that do not require architectural coating. **Section 4.3.4** of the EIS states that construction-related emissions are expected from architectural coatings associated with the repainting of road markings and paintings of the replacement passenger terminal building, ARFF, maintenance building, and airline cargo building. Architectural coating emissions are classified under Area Source emissions on **Tables 4.3-6** and **4.3-8** Proposed Project Operational Emission Inventory (Annual Tons) for the years 2024 and 2029, respectively. As stated above, architectural coating and consumer product emissions were based on CalEEMod assumptions and were not modified. Only coating activities for the buildings identified above were included as all other buildings would have materials arrive in a pre-coated state and were thus not included in the CalEEMod runs. As demonstrated in **Table 4.3-6** and **Table 4.3-8**, total VOC emissions are well below the *de minimis* thresholds, by approximately 9 tons per year. Because all coating activities conducted as part of the Proposed Project and consumer products used in the Proposed Project have been included in construction assumptions and calculated in CalEEMod, the comment is not correct in stating that architectural coating and consumer products VOC emissions were underreported in the EIS.

11. The discussion of lead-based paint (LBP) is included in **Section 3.8** of the EIS, which discusses that sampling for LBP was performed for areas of the Airport suspected of containing LBP in 2011. LBP was found in the drywall, metal hangar frame, walls, and pipes of Hangar 34. LBP was also found in the yellow traffic striping paint. It was not observed in other surveyed locations. LBP was not used extensively at the Airport as it was found in only one building to be demolished as part of the Proposed Project, the existing passenger terminal building. **Section 4.7.5.1** of the EIS outlines the minimization measures the Proposed Project would implement to mitigate potential hazardous materials impacts from the release of LBP during demolition activities. Per FAA Order 1050.10D, *Environmental Pollution Control and Abatement at FAA Facilities*, the U.S. EPA established requirements for lead management under the Toxic Substance Control Act and Resource Conservation and Recovery and Act for LBP debris disposal.

The Authority is committed to managing and disposing of LBP in accordance with applicable federal, state, and local regulations.²¹ Removal of LBP will be done in accordance with California Occupational Safety and Health Administration (Cal OSHA) Construction Lead Standard requirements. Cal-OSHA requires that removal of LBP be conducted by a certified contractor to use containment in a manner that does not result in contamination of non-work areas with lead-contaminated dust, lead-contaminated soil, or lead-based paint debris. Thus, air borne emissions of lead would be minimized to the maximum extent possible through isolating the areas to be abated. LBP abatement activities would be limited in scope and regulated; thus, lead emission from abatement activities would be negligible.

With regard to the conformity evaluation, the Protocol, which is presented as **Appendix E** of the EIS, agreed to by the FAA and agencies having authority or jurisdiction over air quality, established how the Proposed Project emissions would be estimated, including the evaluation of lead emissions. As stated in **Section 4.1** of the Protocol (**Section 4.1 of Appendix E-1**), “although Pb (lead) is a criteria pollutant, it will not be evaluated in the air quality analysis since the Proposed Action will not affect general aviation.” This statement indicates that no new lead emissions from aircraft exhaust would occur under operation of the Proposed Project compared to the No Action Alternative, as the number of aircraft using the proposed replacement passenger terminal building would not change due to the Proposed Project. As stated in **Section 1.3** of the EIS, the proposed replacement passenger terminal building is to be used by commercial air carriers operating under 14 CFR § 121. It will not be used by general aviation aircraft operators. Thus, the rate of use of Avgas fuel used by piston engine aircraft at the Airport would not be changed by the Proposed Project. Therefore, lead emissions from the Proposed Project do not need to be further evaluated in the EIS as it was agreed upon by all appropriate agencies. As shown on **Table 4.3-1** of the EIS, the *de minimis* thresholds for lead emissions, in the South Coast Air Basin, is 25 tons per year.

Per the discussion above, FAA determined that the negligible emissions from LBP abatement from the demolition of Hangar 34, the existing passenger

²¹ RS&H. (2016, April). Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport, State Clearinghouse No. [2015121095](#).

terminal building, and the traffic paint would not exceed the 25 tons *de minimis* level because regulatory requirements are being followed to limit emissions. Therefore, lead emissions during construction were not underestimated and associated impacts were adequately evaluated relative to hazardous air pollutants thresholds as agreed to in the Protocol.

12. The EIS's construction-related emission estimates properly include credit from the Proposed Project's minimization measures, which include the use of U.S. EPA Tier 4 final emissions standards as outlined in the Protocol, which is presented as **Appendix E** in the EIS. Additionally, please see Response 10 to this comment submission regarding the construction Mitigation, Avoidance, or Minimization Measures used in the EIS. These measures were approved by SCAQMD in their MOU with the Authority to substantively reduce emissions of VOCs, NOx, and diesel exhaust. Section III of the AQIP discusses the Clean Construction Policy, which outlines measures to reduce emissions of NOx; including the minimization measure for using U.S. EPA Tier 4 (final) for all capital improvement projects by 2020. This minimization measure is included in **Section 4.3.2.1** of the EIS.

The Proposed Project committed to using U.S. EPA Tier 4 (final) off-road emission standards for off-road diesel-powered equipment greater than 50 horsepower as outlined in **Section 4.3.5** of the EIS. The CalEEMod emission estimates for the Proposed Project are based on this assumption, which shows that with this minimization measure, emissions were reduced by 95.72 percent for NOx for demolition for the year 2021. Therefore, since this minimization measure is a commitment of the Proposed Project, construction emissions reported in the EIS based on this assumption are accurate.

13. The emissions from project-related on-road sources are consistent with approved guidelines. **Section 4.3** of the EIS describes the Protocol for the assessment of impacts under NEPA and General Conformity Determination, which was developed to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. SCAQMD, CARB, SCAG, and U.S. EPA were provided the Protocol for their review and concurrence. Upon review of the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document (see **Appendix E-1** for a copy of the Protocol). SCAG deferred comments on the protocol to FAA, U.S. EPA, CARB, and SCAQMD. The Protocol states that construction emissions from on-road trucks and vehicles, which include vendor and haul trucks, were estimated

using the California Emissions Estimator Model (CalEEMod) and the latest version of CARB's Emission Factor (EMFAC) model, EMFAC2017 (see **Section 3.3 of Appendix E-1**). The number of vendor trucks assumed for the Proposed Project construction were based on CalEEMod defaults for the appropriate construction activity. Based on CalEEMod defaults and the Protocol, vendor trucks are not included for Paving or Architectural Coating activities. Therefore, the on-road emissions from vendor trucks as analyzed in the EIS are consistent with the CARB approved model.

However, in reviewing the EIS for the Proposed Project, the FAA acknowledges the exclusion of water trucks in the demolition phase of construction. The comment stated water haul trips were required for construction to meet SCAQMD Rule 303. However, since Rule 303 addresses Hearing Board Fees, FAA presumes the comment meant to cite Rule 403 on Fugitive Dust. Although CalEEMod defaults do not include water trucks in the demolition phase, to be consistent with SCAQMD Rule 403, water trucks were added to the demolition phase to control fugitive dust emissions and **Table 4.5-2** of the EIS was updated to account for these emissions for every year where demolition occurs. Results of including two water trucks to the demolition phase result in an increase of 0.0575 tons per year (tpy) for NO_x and 0.0030 tons per year (tpy) for VOCs in 2021 when the maximum concentrations occurred for this phase. When applied to the maximum construction year of 2022 (although demolition would not occur during this phase and water trucks were already included), NO_x emissions would increase from 8.851 tpy to 8.902 tpy. VOCs would increase from a maximum of 2.290 tpy to 2.293 tpy. When rounded the total maximum annual emissions would remain 9 tpy for NO_x and 2 tpy for VOCs and impacts would not exceed the *de minimis* thresholds. **Appendix E-2** of the EIS has been updated to account for the addition of the water trucks in the demolition phases.

14. Since the regional distribution of patterns of passengers, visitors, or employees are not expected to change as a result of the Proposed Project, the effects of the Proposed Project would be limited to how changes in access locations would affect local routes to and from the regional transportation system. As discussed in **Section 1.4** of the EIS, a new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed to loop around the proposed parking structure and provide curb-front access to the replacement passenger terminal building and recirculation around the Airport. As such, the air quality analysis in the EIS

accounts for these changes and does not underestimate the emissions associated with the change in operations from existing conditions but rather represents a conservative approach. The analysis accounts for the change in operational emissions related to the relocation of the passenger terminal building and uses the appropriate fleet (including shuttles as discussed in **Section 4.3** of the EIS), trip generation, and vehicle miles traveled (VMT) for the Proposed Project.

Although the Regional Intermodal Transportation Center (RITC) and other short- and long-term parking are located within walking distance to the existing passenger terminal building, shuttles are currently transporting passengers, employees, and visitors from remote lots (i.e., A, B, E, and the employee parking lot on the southeast quadrant) to the existing passenger terminal building. As stated in **Section 1.3** of the EIS, one of the objectives of the Proposed Project is to improve operational efficiency. One such way is through consolidating facilities. With implementation of the Proposed Project, passengers and visitors would use the new multi-level public parking structure and employees would use the 200-vehicle space employee parking lot, which would be located within walking distance from the replacement passenger terminal building. As stated in **Section 1.4** of the EIS, the total number of public parking spaces at the Airport would not exceed 6,637 spaces, per the Conceptual Term Sheet agreed upon by the Airport and the City of Burbank. The 6,637 parking spaces is consistent with the current number of public parking spaces that exists at the Airport. In addition, as stated in **Section 4.12** of the EIS, the Proposed Project would provide shuttle service between the replacement passenger terminal building and the southeast quadrant, which would provide access to the remote parking lots, the RITC, and the Metrolink Station on West Empire Avenue. These potential impacts were captured in the calculated difference in VMT and the associated vehicle fleet.

The increase in VMT associated with the Proposed Project is the difference in VMT to and from the replacement passenger terminal building location compared to the VMT associated with the existing passenger terminal building location. Using data from a passenger and employee survey, the VMT for both the No Action Alternative and the Proposed Project was calculated.²² As presented in **Appendix E-3** of the EIS, under the No Action

²² Unison Consulting, Inc. (2012). Bob Hope Ground Access Study, Data Collection and Analysis, Surveys of Airport Passengers and Employees.

Alternative, a one-way distance of 20.87 miles was calculated. Under the Proposed Project, a distance of 21.46 miles was calculated. This estimation is considered conservative and likely overestimates the travel distance associated with the Proposed Project because, as stated above, the proposed replacement passenger terminal building would be located closer to a major interstate creating a shorter trip length,^{23 24} the majority of passenger, employee, and visitor parking would be consolidated closer to the proposed replacement passenger terminal building, and as previously stated in Response 13 to this comment submission, shuttles were included in the EMFAC2017 inventory. Currently under the No Action Alternative, shuttles operate from several remote parking lots to the existing passenger terminal building. The Proposed Project would allow more travelers to walk to and from the public parking structure.

As stated in Response 13 to this comment submission, a Protocol was developed to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. Vehicle types selected from the EMFAC2017 inventory for the Proposed Project include all categories of vehicles that would travel to or from the Airport including privately-owned vehicles, government-owned vehicles, and commercially-owned vehicles, such as rental cars, trucks, buses, taxicabs, and shuttles.

As indicated in **Section 4.3.5.2** of the EIS, the Clean Fleet Program Policy covers Authority-owned vehicles, including the Airport Shuttle Bus Fleet, to be at least 50 percent electric by 2023, and 100 percent electric by 2031.²⁵ As such, mobile emissions associated with the change in operations from the No Action Alternative and the Proposed Project represent the full extent of operational emissions associated with the change in access location and no further analysis is required.

15. The reduction in acreage between the No Action Alternative and Proposed Project scenarios is deliberate and accurate. Under the Proposed Project, Airport parking will be consolidated into a parking structure with at least five parking levels, thereby reducing the total surface acreage needed to

²³ Gibson Transportation Consulting, Inc., Daily Trips. 2019.

²⁴ Unison Consulting, Inc. (2012). Bob Hope Ground Access Study, Data Collection and Analysis, Surveys of Airport Passengers and Employees.

²⁵ South Coast Air Quality Management District. (2019). Hollywood Burbank Airport Air Quality Improvement Plan. Retrieved December 2019, from South Coast Air Quality Management District: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/commercial-airports-mous>.

accommodate the same number of parking spaces. The total number of public parking spaces at the Airport would not exceed 6,637 spaces, per the Conceptual Term Sheet agreed upon by the Authority and the City of Burbank. The 6,637 parking spaces is consistent with the existing number of public parking spaces at the Airport. Since the number of parking spaces available for use is the key criteria for analysis as opposed to the number of acres of parking lot size, the associated emissions have not been underestimated.

16. See Responses 10 and 12 through 15 to this comment submission regarding the analysis of air quality emissions. As stated above, the EIS was prepared in accordance with a Protocol, presented in **Appendix E** of the EIS, which was reviewed and agreed to by the FAA and agencies with authority or jurisdiction over air quality. NO₂ emissions were quantified accordingly. With the exception of adding two water haul trucks to the demolition phase (see Response 13 to this comment submission), which indicated impacts would not exceed *de minimis* thresholds, no other corrections to the air quality emissions are warranted. As a result, a Conformity Determination is not needed and the EIS does not need to be recirculated.
17. See Response 16 to this comment submission. The air quality analysis was prepared in accordance with the Protocol that was developed and approved by three regulatory agencies with specific oversight of air pollutant emissions: U.S. EPA, CARB, and SCAQMD. Thus, the EIS adequately addresses potential air quality impacts and does not need to be recirculated.
18. The comment states that the EIS does not adequately discuss or mitigate the Proposed Project's potential transportation construction activities. As stated in **Section 4.12.1.4** of the EIS, during construction of the replacement passenger terminal building and ancillary facilities, construction vehicles would access the Airport using established routes designated by the cities of Burbank and Los Angeles. The Authority has agreed to prepare a construction traffic management plan regarding the use of these specific streets in the Airport vicinity. Parking of construction vehicles and construction worker vehicles would be accommodated on Airport property. Thus, the analysis in the EIS shows that no significant impacts related to construction traffic would occur and no mitigation measures are required. In addition, FAA Order 1050.1F does not specifically require analysis of the temporary traffic effects of construction activity. Nonetheless, **Appendix E-2** of the EIS identifies maximum daily trip estimates required for the

Proposed Project's construction and is summarized in **Table M.5-1**. Pursuant to the significance threshold identified in Exhibit 4-1 in FAA Order 1050.1F, the construction traffic resulting from the Proposed Project would not disrupt local traffic patterns nor substantially reduce the levels of service on roads around the Airport, including at the five specific intersections identified in the comment: Lockheed Drive and San Fernando Road, San Fernando Boulevard and Cohasset Street, Hollywood Way and the I-5 Southbound Ramps, and Hollywood Way and the San Fernando Boulevard Ramps (separate intersections for Hollywood Way northbound and southbound).

TABLE M.5-1
CONSTRUCTION TRAFFIC ESTIMATES BY PHASE

Construction Period	Year Beginning	Daily Trips			Day
		Haul	Vendor	Worker	
Northeast Quadrant					
Demolition	2021	25	0	160	313
Site Preparation	2022	0	0	18	20
Grading	2022	580	0	100	62
Building Construction	2022	0	429	960	617
Paving	2024	0	0	15	41
Architectural Coating	2024	0	0	192	41
Southeast Quadrant					
Demolition	2025	58	0	160	155
Site Preparation	2025	0	0	18	2
Grading	2025	690	0	20	6
Building Construction	2025	0	91	200	277
Paving	2026	0	0	15	14
Architectural Coating	2026	0	0	16	14

Source: Gibson, 2020.

As shown in **Tables K-6** and **K-7**, each of the five-intersections discussed in the comment currently operates at Level of Service (LOS) C or better during the peak hours under existing conditions. Additionally, each continues to

operate at LOS C or better under the 2024 No Action Alternative²⁶ as shown in **Tables K-17** and **K-18**. As such, they have capacity to absorb additional traffic and no significant decrease in LOS would occur. The temporary addition of construction traffic to these locations would not disrupt local traffic patterns nor substantially reduce the levels of service on roads around the Airport, including the specific intersections called out in the comment and therefore, would not result in a significant impact.

Vendor and worker traffic would not follow prescribed routes like haul traffic. Rather, that traffic would be dispersed throughout the region similar to Airport employee and passenger traffic. Vendor trips would arrive and depart throughout the day while construction workers would arrive in the morning and leave in the afternoon. Based on typical construction schedules, a large percentage of the workers would arrive to the Airport prior to 7:00 a.m. (i.e., before the morning peak hour)²⁷ and depart by 4:00 p.m. (i.e., before the evening peak hour),²⁸ thereby reducing the effect of worker traffic on surrounding streets. If it is conservatively assumed that 20 percent of workers arrive during the morning peak hour and 30 percent depart during the evening peak hour, this would result in up to 192 worker trips during the morning peak hour and 288 worker trips during the evening peak hour based on the northeast quadrant building construction phase (the phase of construction that would generate the most vendor and worker trips). Vendors could add an additional 54 trips per hour. These trips would be spread throughout the region rather than concentrated on any one route or through any of the five intersections identified in the comment. Therefore, the temporary effect on local traffic patterns and intersection LOS, would not be disruptive or substantial and would not result in a significant impact.

As described in **Section 4.12.1.4** of the EIS, the Authority would prepare a construction traffic management plan that would contain the details and regulatory requirements regarding construction traffic, including truck haul

²⁶ Proposed Project construction is anticipated to occur between 2021 and 2026 (the replacement passenger terminal building would be completed and operational in 2024). Therefore, it is not necessary or appropriate to consider construction against conditions in 2029, which is assumed to be five years after completion of the replacement passenger terminal building.

²⁷ As described on page K-17 of Appendix K of the EIS, morning peak period traffic counts were collected between 7:00 a.m. and 10:00 a.m. and the morning peak hour is the busiest 60-minute period at each location. On average across all intersections, the morning peak hour began at 7:45 a.m.

²⁸ As described on page K-17 of Appendix K of the EIS, the evening peak period traffic counts were collected between 4:30 p.m. and 7:30 p.m. for intersections in the City of Burbank and from 3:00 p.m. to 6:00 p.m. for intersections in the City of Los Angeles. The evening peak hour is the busiest 60-minute period at each location. On average across all intersections, the evening peak hour began between 4:45 p.m. and 5:00 p.m.

routes. The construction traffic management plan would also establish communication protocols with local jurisdictions, including the City of Los Angeles.

With the implementation of the construction traffic management plan, any changes in traffic volumes due to construction would be further reduced.

19. This comment stating that the EIS ignores impacts to Vision Zero Priority Corridors as designated by the City of Los Angeles is not correct. The analysis provided in **Appendix K** to the EIS includes a total of seven intersections located on the three corridors designated as Vision Zero Priority Corridors (Vineland Avenue, Sherman Way, and Victory Boulevard in Los Angeles). The Proposed Project would not result in significant impacts at any of those intersections, and the Proposed Project's effects on delay at those locations were minimal as shown in **Tables K-18** and **K-23** of the EIS.

Compared to the No Action Alternative, the Proposed Project would not result in an increase in Airport passenger travel and thus, would not result in an increase in surface traffic during operations. It would result in minor changes to access for employees and passengers, primarily affecting traffic patterns on North Hollywood Way along the eastern border of the Airport. The three Vision Zero Priority Corridors are located west of the Airport, and the Proposed Project would not result in any measurable change in employee or passenger ground transportation characteristics on those roadways. Additionally, as discussed in Response 18 to this comment submission, construction haul trucks would travel on Hollywood Way, San Fernando Boulevard southeast of Cohasset Street, and Empire Way. None of these streets that would be used by construction haul trucks are designated as Vision Zero Priority Corridors. While some level of vendor and construction worker traffic may be expected on those streets, it would be a fraction of the total volume of vendor and construction worker traffic to and from the Airport based on the dispersal of traffic throughout the region (see also Response 18 to this comment submission), and as such would also have a minimal effect on the Vision Zero Priority Corridors. No significant impacts would occur from construction or operation of the Proposed Project compared to the No Action Alternative.

The comment claiming that the EIS relies on trip generation data from 2008 is not correct. All trip generation estimates used in the surface transportation analysis were prepared using a combination of trip counts

collected at the Airport access points in 2018, estimates of ground-based person trips based on year 2018 air passenger travel data at the Airport, mode share assumptions calibrated to the traffic counts, and future air passenger travel forecasts using an aviation industry-standard tool. No surface transportation analysis in the EIS used data from 2008.

20. Comment 20 references 40 CFR §§ 1501.3 (b)(2)(iii), 1502.16 (a-b), and 1508.1(g). However, these were published on July 16, 2020 and went into effect on September 14, 2020. The EIS began before the new Council on Environmental Quality (CEQ) regulations were implemented and as such, the prior regulations, which were in effect at the time, were applied. As stated in the approved Protocol (see **Appendix E** of the EIS), FAA Orders 1050.1F and 5050.4B provide guidance concerning the evaluation of HAPs. FAA Order 1050.1F does not require preparation of an HRA for assessing health impacts. In fact, the air quality significance threshold only discusses whether the action would cause pollutant concentrations to exceed one or more NAAQS as established by the U.S. EPA. Additionally, FAA 1050.1F Order discusses Environmental Justice and Children's Environmental Health and Safety Risks, but there is no threshold for a determination of significance and it only requires that the FAA discuss whether the action would have a significant impact in an environmental category and if it would lead to an a disproportionately high and adverse impact to environmental justice populations or if it would lead to a disproportionate health or safety risk to children. However, it is the 2015 FAA Air Quality Handbook ²⁹ that provides the greatest degree of guidance about the inclusion of HAPs evaluation in FAA NEPA documents, which states,

"it is also important to note that other than an emissions inventory, a HAPs assessment prepared for the FAA must not include any other type of analysis including, but not limited to, atmospheric dispersion modeling, toxicity weighting, or human health risk analyses. These types of assessments require a more complete understanding of the reactions of HAPs in the atmosphere and downstream plume evolution as well as human exposure patterns. Because the science of these relationships with respect to aviation-related HAPs is still evolving, the corresponding level of understanding is also currently limited."

Additionally, as previously discussed in Response 13 to this comment

²⁹ FAA. (2015, January). *Aviation Emissions and Air Quality Handbook*, Version 3, Update 1.

submission, the Protocol for the assessment of impacts under NEPA and General Conformity Determination was developed to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. This Protocol did not include the preparation of an HRA. SCAQMD, CARB, SCAG, and U.S. EPA were provided the Protocol for their review and concurrence. Upon review of the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document while SCAG deferred comments on the protocol to FAA, U.S EPA, CARB, and SCAQMD (see **Appendix E-1**). Therefore, in accordance with FAA guidance and the agency approved Protocol, the EIS was not required to include an HRA. Although an HRA is not required for the EIS, FAA notes that an HRA was prepared for the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the proposed replacement passenger terminal building project, which discloses health assessment information and concluded maximum impacts would be less than significant to all populations at the Airport, including children and adults.^{30 31}

21. See Response 20 to this comment submission. The comment references recent CEQ regulations which went into effect on September 14, 2020 after the EIS began. Therefore, the prior regulations are applicable. In accordance with FAA Order 1050.1F, an HRA is not required to assess the potential impacts related to airborne project-related HAPs emissions estimated to result from the Proposed Project and FAA Orders do not contain a resource category specifically for public health and safety. Additionally, the agencies that reviewed and approved the Protocol did not require an HRA. Although an HRA is not required for the EIS, FAA notes that an HRA was prepared for the CEQA EIR for the proposed replacement passenger terminal building project, which disclosed health assessment information and concluded maximum impacts would be less than significant to all populations within the study area, including children and adults.^{32 33} Additionally, as discussed on in **Section 4.14**, a Human Health Risk Assessment was conducted by the Authority at the Proposed Project site under CEQA, which

³⁰ Office of Environmental Health Hazard Assessment. (2015). *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.

³¹ RS&H. (2016, April). *Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport*, State Clearinghouse No. 2015121095.

³² Office of Environmental Health Hazard Assessment. (2015). *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.

³³ RS&H. (2016, April). *Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport*, State Clearinghouse No. 2015121095.

found that the cancer risk for the construction worker, and non-cancer hazard index are below CEQA *de minimis* levels so construction activities would not adversely affect on-site or off-site construction workers health risk.³⁴ As discussed in **Section 4.12.2.4** of the EIS, there are no impacts (including health) that would disproportionately affect a minority or a low-income population in a unique or significant manner. FAA is not obligated under statute, rule, or regulation to prepare a Human Health Risk Assessment in this EIS.

22. See Response 20 to this comment submission regarding why an HRA was not included in the EIS and Responses 9 and 11 to this comment submission regarding hexavalent chromium and/or other toxic materials in soil unearthed as part of the Proposed Project's construction. As stated on in **Section 4.7** of the EIS, the Regional Board indicated the Proposed Project site is compatible with the construction and operation of the replacement passenger terminal.³⁵
23. Toxic air contaminant emissions, or HAPs, as referred to by the U.S. EPA, were calculated for both construction and operation activities associated with the Proposed Project as discussed in **Section 4.3** of the EIS. **Appendix E-4** contains the HAPs emissions included in the HAP Emissions calculations and were calculated for the years 2019, 2024, and 2029, which are the analysis years agreed upon by all agencies in the Protocol for the Proposed Project. As such, the HAPs inventory presents the maximum emissions associated with both off-road (i.e., loaders, excavators, graders, etc.) and on-road construction equipment (i.e., haul trucks, vendor trucks, etc.) used for the Proposed Project. It was assumed truck traffic would use a direct route and use North Hollywood Way to Interstate 5. Air emission concentrations, including HAP emissions, would decrease as the distance from the source is increased. Therefore, concentrations along haul routes would be lower than concentrations calculated at the Proposed Project site.

³⁴ In this context an HHRA is, as defined by the U.S. EPA, "the process to estimate the nature and probability of adverse health effects in humans who may be exposed to chemicals in contaminated environmental media, now or in the future", and an HRA is, as defined by California's Office of Environmental Health Hazard Assessment as an evaluation of "chemical contaminants found in air, including those identified as toxic air contaminants or on the list of chemicals under the 'Hot Spots' Information and Assessment Act."

³⁵ Diaz Yourman & Associates. (2018, October). *Hazardous Materials Assessment Proposed Burbank Airport Replacement Terminal*.

Response 20 to this comment submission states that an HRA was not required in the EIS. However, as stated in Response 21 to this comment submission, an HRA was prepared in the EIR under CEQA, which discloses health assessment information and concluded maximum impacts would be less than significant to all populations within the study area, including children and adults.^{36 37}

The air quality analysis in the EIS was prepared in accordance with FAA Orders and the Protocol, which was agreed to by the FAA and agencies with authority or jurisdiction over air quality. The EIS assessed the air emissions related to construction-related activities for the years spanning from 2021 through 2026 of the Proposed Project. As indicated in **Section 2.1 of Appendix E-1** of the EIS, the Protocol was developed for the assessment of impacts under NEPA and General Conformity Determination. As stated in **Section 4.3** of the EIS, potential effects on air quality must be analyzed for compliance with NEPA and the federal Clean Air Act of 1970, (CAA) [42 USC § 7401], as amended by the Clean Air Act Amendments of 1990 (CAAA). The CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS), and specifies dates for achieving compliance. Section 176(c) of the CAAA requires federal agencies to ensure that their actions conform to the appropriate State Implementation Plan (SIP) for air basins that have not attained the NAAQS or are maintenance areas. Therefore, since the Airport is located in a non-attainment and maintenance area for various pollutants, the FAA was required to demonstrate that the Proposed Project conforms with the SIP for the applicable pollutants. Since emissions did not exceed the *de minimis* thresholds specified in 40 CFR § 93.153, the Proposed Project reasonably conforms to the SIP, and a General Conformity Determination is not required. Therefore, the EIS is consistent with the federal, state, and local agency-approved Protocol, conformity regulations, and properly assesses the impacts associated with the Proposed Project. Additionally, see the U.S. EPA's comment submission (Commenter A-5), which confirms that the Proposed Project would not exceed *de minimis* thresholds and would not violate or delay attainment of the NAAQS.

³⁶ Office of Environmental Health Hazard Assessment. (2015). *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.

³⁷ RS&H. (2016, April). *Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport*, State Clearinghouse No. 2015121095.

In regard to the exposure to toxic air contaminants during construction activities (see Response 20 to this comment submission), FAA Order 1050.1F does not require preparation of an HRA for assessing health impacts. The 2015 FAA Air Quality Handbook provides the greatest degree of guidance about the inclusion of HAPs evaluation in FAA NEPA documents. See also Response 60 to this comment submission.

Therefore, in accordance with FAA guidance, a HRA was not required. As discussed in **Sections 4.12.2 and 4.12.3** of the EIS, there are no impacts that would disproportionately affect a minority or a low-income population or children in a unique or significant or disproportionate manner.

24. See Response 20 to this comment submission. In accordance with FAA Order 1050.1F, an HRA is not required to assess potential impacts from the Proposed Project. Additionally, FAA Order 1050.1F states total annual emissions of the pollutant(s) of concern from the Proposed Project should be estimated and analyzed against the established annual threshold levels. Thus, the EIS properly assessed emissions impacts and presented emissions in accordance with the appropriate guidance.

Additionally, as stated **Section 4.3** of the EIS, the Proposed Project would not increase the number of aircraft gates at the Airport, the number of or length of the runways, or change aircraft operations. Thus, the operational emissions inventory focuses on emissions associated with changes in aircraft taxi distance. See Topical Response F: Aircraft Operations and Enplanements.

25. See Response 20 to this comment submission which provides an explanation regarding why a HRA for the Proposed Project was not completed or required for a federal EIS. Also see Topical Response A for a discussion on the EIS's study areas. No expansion of the General Study Area is required.
26. Response 20 to this comment submission provides an explanation regarding why a HRA for the Proposed Project was not completed. **Section 4.12.3** of the EIS indicates that the Proposed Project would not adversely affect children's health and safety within the General Study Area when compared to the No Action Alternative. See Responses 59 through 63 to this comment submission for why the FAA disagrees with the analysis this comment refers to in Appendix B, Section IV [sic].

27. The EIS noise analysis was conducted in accordance with the FAA Order 1050.1F and used the *FAA Order 1050.1F Desk Reference* methodology and which specifies the use of the Aviation Environmental Design Tool (AEDT), the FAA-approved airport noise model.

As stated in **Section 4.5.2** of the EIS, the Proposed Project would decrease taxiing distance by 33 percent. The changes in taxiing patterns for commercial service aircraft would occur because the location of the passenger terminal building would change. However, aircraft would continue to use the same existing taxiways at the Airport. The proposed extension of Taxiways A and C would merely replace existing taxilanes on the Airport. Because there would be no change to the locations of the taxiways used at the Airport, no additional noise analysis related to taxiing aircraft is warranted.

As stated in Response 3 to this comment submission, **Section 4.12.1.4** of the EIS discusses that construction truck haul routes designated by the cities of Burbank and Los Angeles would be used as part of the Proposed Project. Also see Response 18 to this comment submission for more information on haul routes. Additionally, **Section 4.12.1.4** of the EIS states that the Authority would prepare a construction traffic management plan that would contain the details and regulatory requirements construction traffic, including truck haul routes.

Construction related vibration is not an environmental resource category included in FAA 1050.1F. However, vibration impacts during construction may be considered in the impacts analysis for resources protected under certain special purpose laws like the Department of Transportation Section 4(f) and Section 106 of the National Historic Preservation Act. No government agencies, organizations, or members of the public identified vibration as a concern for any resource categories during the scoping process. The FAA invited the City of Los Angeles to the agency scoping meeting and requested scoping comments in a letter sent to two separate offices of the City of Los Angeles (Department of Planning and Zoning and Department of Transportation). None of the offices that received letters from the FAA attended the EIS agency scoping meeting hosted by the FAA, nor did any of these offices within the City of Los Angeles respond to the FAA's request for comments during the scoping comment period. The FAA did receive comments from City Council member Paul Krekorian that requested that the EIS analyze cumulative impacts in the City of Los Angeles but made

no mention of a vibration analysis. Also, such analysis was conducted as part of the CEQA EIR for the replacement passenger terminal building,³⁸ which disclosed the vibration methodology and concluded that there would be no impacts associated with vibration under State law.

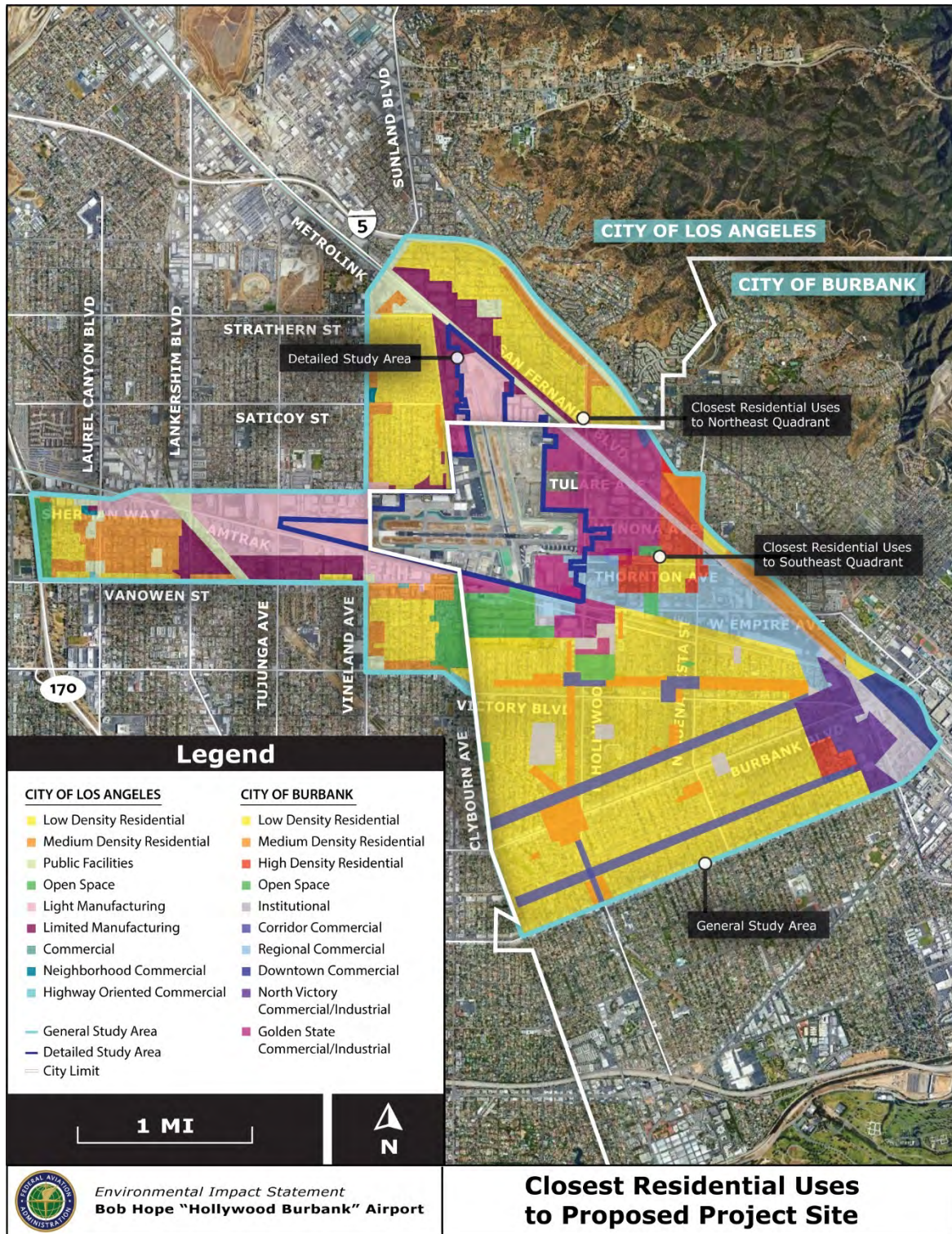
28. The comment stating that the EIS does not include maps or graphics showing noise sensitive sites is not correct. **Exhibits 3.10-1, 3.12-1, 4.11-1 and 4.11-2** of the EIS, all show existing land uses in the General Study Area, including residential areas in relation to the Proposed Project site. **Exhibits 3.7-1, 3.9-2, and 4.6-1** show other noise sensitive sites such as Section 4(f) properties and historic properties. **Exhibit M.4-1** shows the locations of the closest residences to the Airport. The comment's footnote states that the EIR, prepared in compliance with CEQA (by the Authority [not FAA]), reported the closest residence from the Proposed Project site was 740 feet northeast of the Proposed Project site while the EIS reports the closest residence is 830 feet northeast from the Proposed Project site, a difference of 90 feet. Depending on where on the starting measurement on the Proposed Project site was taken (i.e., from the boundary of the Airport or from the closest location on Airport where aircraft would be operating), the margin of error is well within the 90 feet difference pointed out in the comment. Nonetheless, the Proposed Project does not result in a significant noise impact, which is defined by FAA Order 1050.1F³⁹ as being an increase in *"noise by DNL 1.5 dB or more for a noise sensitive area that is experiencing noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65dB level due to a DNL 1.5dB or greater increase, when compared to the no action alternative for the same timeframe"* or other impacts that could affect residential areas northeast of the Proposed Project.

As stated in Response 3 to this comment submission, specific construction details are not known at this time. **Table 4.11-1** lists the most commonly used and some of the noisiest construction equipment used for construction projects. In addition, this table correctly represents noise attenuation of construction equipment at varying distances from the equipment. Also see Response 29 to this comment submission.

³⁸ RS&H. (2016, April). *Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport*, Section 3.13.4.1, State Clearinghouse No. 2015121095.

³⁹ FAA. (2015, July). Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Exhibit 4-1.

EXHIBIT M.4-1
CLOSEST RESIDENTIAL USES TO PROPOSED PROJECT SITE



Source: RS&H, 2021.

29. As stated in **Section 4.11** of the EIS, the noise analysis followed methodology as required by the FAA and outlined in the *FAA Order 1050.1F Desk Reference*. In response to this comment, jackhammer sound attenuation has been added to **Table 4.11-1** of the EIS, which lists the noise levels of typical construction equipment noise attenuation at various distances and is consistent with the Federal Highway Administration Roadway Construction Noise Model Users Guide. As stated in **Section 4.11.4.1** of the EIS, the closest noise sensitive land use to the northeast quadrant is a residential property located on the north side of San Fernando Boulevard approximately 930 feet from the boundary of the Project Study Area. The closest noise sensitive land use to the construction and demolition activities in the southeast quadrant is a residential property located south of West Pacific Avenue approximately about 1,400 feet to the southeast of the Project Study Area (see **Exhibit M.4-1**). As shown in **Table 4.11-1**, the noise from construction and demolition equipment would attenuate to less than Community Noise Equivalent Level (CNEL) 64 decibel (dB) at the closest noise sensitive land use to the northeast quadrant as well as the closest noise sensitive land use to the southeast quadrant. Additionally, as stated in **Section 4.11.4.1**, construction noise would be temporary and intermittent depending on the type of equipment used. FAA Order 1050.1F identifies the noise significance threshold as being a "1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase." Noise from construction equipment and the construction activity for the Proposed Project would not change the CNEL 65 dB noise contour and given the distance to noise sensitive sites from the Proposed Project site, would not experience a 1.5 dB increase, and would not exceed FAA's significance threshold.

NEPA and the FAA do not have a significance threshold for construction vibration and FAA Order 1050.1F does not require a construction vibration study for a project. Although a construction vibration study is not required for the EIS, construction vibration was analyzed for the CEQA EIR for this project and concluded that construction vibration impacts were below significance thresholds for both continuous sources of vibration (i.e., large dozer) and transient sources of vibration (i.e., impact pile driver).⁴⁰

⁴⁰ RS&H. (2016, April). *Environmental Impact Report for a Replacement Airline Passenger Terminal at Bob Hope Airport*, State Clearinghouse No. 2015121095.

30. The EIS is a federal document and follows a federal NEPA process, as well as FAA Orders, requirements, and guidance. Therefore, the FAA is not obligated by statute, rule, or regulation to adhere to the City of Los Angeles's noise standards. **Section 4.11** of the EIS describes the required methodology and standards for airport noise impacts and analysis. It shows that the increase in airport noise contours would occur as a result of forecast aircraft operations, not due to the Proposed Project. Therefore, there are no significant noise impacts as a result of the Proposed Project compared to the No Action Alternative. As stated in Response 29 to this comment submission, the noise from construction and demolition equipment would attenuate to less than CNEL 70 dB at full power at the closest noise sensitive land use to the northeast quadrant as well as the closest noise sensitive land use to the southeast quadrant. Ground-based noise sources, such as construction and demolition equipment, also would be attenuated by various buildings at the Airport as well as various buildings between the Airport and the closest noise sensitive land use. Additionally, as stated in **Section 4.11.4.1**, construction noise would be temporary and intermittent depending on the type of equipment used. Thus, this type of construction noise/activity would not cause a 1.5 dB change in the CNEL 65 dB noise contour, which is FAA's significance noise threshold.
31. See Topical Response A regarding the development of the General Study Area used in the EIS. **Table 3.13-1** of the EIS identifies the census tracts and block groups within the General Study Area that were used in the EIS for the environmental justice analysis. Some of the block groups within census tracts extend beyond the General Study Area boundary. Census tract and block group boundaries are not determined by the FAA and cannot be changed to exactly fit a study area boundary for any project, including the Proposed Project. Therefore, the FAA included a block group in the environmental justice analysis if all or a portion of the block group was within the General Study Area.

The comment states that the overly broad affected environment skews the environmental justice analysis. The EIS identifies the minority and low-income populations for each individual census tract in the General Study Area (see **Table 3.13-11** of the EIS) as well as averages of the minority and low-income population for the entire General Study Area (see **Table 3.13-12** of the EIS) to compare the minority and low-income populations of each individual census tract with the entire General Study Area.

Section 3.13.2.2 of the EIS has been revised to correct the statement that census tract 3106.01 in the General Study Area contained a minority population. This statement was removed. **Section 4.12.2.4** of the EIS has been revised to include two other census tracts (census tracts 1232.03 and 1232.04) that do contain minority populations. The percentages of minority and low-income populations have been updated in **Section 4.12.2.4** of the EIS.

As stated in **Section 4.12.2** of the EIS, the Proposed Project does not result in significant impacts. According to FAA Order 1050.1F, Exhibit 4-1, the factors to consider that may be applicable to environmental justice include, but are not limited to, a situation in which the proposed action or alternative(s) would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population (i.e., a low-income or minority population), due to:

- significant impacts in other environmental impact categories; or
- impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines is unique to the environmental justice population and significant to that population.

While there has been two specific environmental justice populations identified within the General Study Area, there would be no significant impacts in the other environmental impact categories. Further, these populations would not be affected by the Proposed Project in a disproportionate manner. Although the two census tracts with minority populations are within the CNEL 65 dB noise contour for the 2024 and 2029 Proposed Project noise contours, the Proposed Project future noise contours are the same as the 2024 and 2029 No Action Alternative contours. Hence, the Proposed Project would not cause disproportionate noise impacts on environmental justice populations. In addition, these environmental justice populations do not use resources specifically affected by the Proposed Project. Therefore, the Proposed Project would not have a disproportionately high and adverse human health or environmental effects on minority or low-income populations.

As stated in **Section 1.1** of the EIS, the 2015 *FAA Order 1050.1F Desk Reference* was used in the preparation of the EIS. The 2015 *FAA Order 1050.1F Desk Reference* specifically states that data from the Census Bureau's American Community Survey and Department of Health and Human

Services are the acceptable data sources for determining environmental justice populations, which is the data source used in the EIS. The links to the American Community Survey provided in the EIS were operational at the time the data was accessed and used in the EIS. However, since that time, the American Community Survey website has been updated. Therefore, **Section 3.13** of the EIS includes the updated links to the data used.

32. See Response 31 to this comment submission. The socioeconomic data that was used are presented in **Sections 3.13** and **4.12** of the EIS. The links to the source 2013-2017 American Community Survey 5-Year Estimates were operational at the time the data was accessed for preparation of the EIS. Links to the 2013-2017 American Community Survey 5-Year Estimates have been updated in **Sections 3.13** and **4.12** of the EIS.
33. The 2015 *FAA Order 1050.1F Desk Reference* specifically states that data from the Census Bureau's American Community Survey and Department of Health and Human Services are the acceptable data sources for determining environmental justice populations, which is the data source used in the EIS. The links to the American Community Survey provided in the EIS were operational at the time the data was accessed and used in the EIS. However, since that time, the American Community Survey website has been updated. Therefore, **Section 3.13** of the EIS includes the updated links to the data used. For information on the environmental justice analysis in the EIS, see Responses 31 and 32 to this comment submission.
34. As stated in **Section 1.1** of the EIS, the 2015 *FAA Order 1050.1F Desk Reference* was used for the EIS and the 2015 *FAA Order 1050.1F Desk Reference* does not identify that EJSCREEN as an acceptable source of information. The 2015 *FAA Order 1050.1F Desk Reference* specifically states that data from the Census Bureau's American Community Survey and the Department of Health and Human Services are the acceptable data sources for determining environmental justice populations. Additionally, see **Section 3.2** of the EIS, Topical Response A regarding the General Study Area, and Response 31 to this comment submission.

As previously stated, the Proposed Project does not result in significant impacts, as defined by FAA Orders 1050.1F and 5050.4B. Therefore, the EIS correctly discloses the Proposed Project does not create disproportionately

high and adverse human health or environmental effects on minority or low-income populations.

35. See Topical Responses L: Socioeconomics and F: Aircraft Operations and Enplanements. Also see Response 20 to this comment submission.

The commenter states that “it is well known that airports reduce home values, which in turn affects property taxes...” The Proposed Project would result in the relocation of the passenger terminal building from the southeast quadrant of the Airport to the northeast quadrant of the Airport. The Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. In addition, the property boundary of the Airport would not change. Thus, the Proposed Project would have no change in aircraft noise from the Airport’s operation compared to the No Action Alternative. Therefore, it is not likely that any change in home values in the General Study Area would occur. Also see Topical Response L: Socioeconomics.

To address the question regarding impacts to the community tax base, the proposed replacement passenger terminal building would be constructed on existing property owned by the Authority. No change in land use or function would occur as a result of the Proposed Project compared to the No Action Alternative and there are no significant environmental impacts associated with the Proposed Project that could affect the community tax base. Additionally, see **Appendix I** of the EIS for the Authority’s land use assurance letter, which states that the Authority will work with the cities of Burbank and Los Angeles to ensure that appropriate land use regulations are maintained and enforced. Therefore, recirculation of the EIS is not warranted.

36. Improvements associated with this EIS are safety standards projects and not airfield capacity projects. A Benefit Cost Analysis (BCA) is not required for standards projects according to FAA Order 5100.38D, Change 1, *Airport Improvement Program Handbook*, Sections 3-14 and 3-15.⁴¹ As stated in

⁴¹ FAA Order 5100.38D, Section 3-14, Table 3-8 identifies that the only type of project for which a BCA is required is for a project that would “Construct a new airport that is not replacing an existing airport of any type or obligation status.” However, according to Section 3-15, “The FAA also reserves the option to require a BCA for any AIP funded project, regardless of project type, funding type, or funding amount.” At this time, the FAA has not requested a BCA for this project.

Section 2.3 of the EIS, each alternative went through a two-step screening process based on, first, whether the alternative met the purpose and need for the Proposed Project and, second, whether the alternative was practical and feasible to construct and meet the requirements of voter-approved Measure B. As stated in **Section 2.6** of the EIS, only the Northeast Quadrant Alternative (Proposed Project) and the No Action Alternative were retained for further analysis after the two-step screening process. Therefore, a cost-benefit analysis is not required during the federal environmental review process.⁴²

The comment stated that the Airfield Reconfiguration alternative needed to be brought forward for further consideration. However, as correctly stated in the comment, the alternative was rejected in the screening step 1 process because it did not meet the purpose and need for the Proposed Project.

37. **Table 3.16-1** of the EIS lists the cumulative projects analyzed in the EIS, which specifically identifies the FAA ATO's OROSZ Three Departure (RNAV) and SLAPP Two Departure (RNAV) Proposed Procedure Amendments Project. **Section 4.15** of the EIS discusses the cumulative analysis for air quality, biological resources, climate, hazardous materials, solid waste, and pollution prevention, historical, architectural, archaeological, and cultural resources, and water resources, which demonstrated no significant cumulative impact in any resource category. See also Topical Response E: Flight Procedures.
38. Comment 38 states that the Airport service road design and construction, utilities construction, and airside security fence construction were listed in **Table 3.16-1** as separate projects. Since these projects are components of the Proposed Project, inclusion in **Table 3.16-1** is unnecessarily duplicative. Therefore, **Table 3.16-1** in the EIS has been revised to remove these items. See Topical Response M: Cumulative Impacts.
39. As described in **Appendix K** of the EIS, the analysis of future surface traffic conditions includes estimation of background traffic growth based on three separate sources. The first is the growth estimated by the City of Burbank's City Travel Demand Model (Model). The Model fully accounts for anticipated regional traffic growth and changes from land use development and infrastructure development, including the I-5 widening project and the Empire Avenue Interchange Project. The second is traffic anticipated from

⁴² 40 CFR § 1502.23

nearby planned developments, or related projects. Two specific related projects were explicitly accounted for in the forecast of future traffic conditions (Avion Business Park and a hotel at 2500 North Hollywood Way). The third is Airport-related traffic growth from forecast increases in commercial passenger travel that would occur whether the Proposed Project is implemented or not. Thus, the surface traffic analyses presented in **Section 4.12.1** includes surface traffic from all of the various traffic generators identified in the comment. The EIS accurately discusses the various surface traffic impacts that would occur along with the implementation of the Proposed Project. Also see Topical Response M: Cumulative Impacts.

40. According to the website (www.avionburbank.com) cited in the comment, construction will be completed on the Avion Business Park project in “Q2 2021.” If the Proposed Project were to be approved, the Authority would not be able to complete final design of a replacement passenger terminal building and contracting requirements until after the anticipated completion of the Avion Business Park project. Therefore, construction of the Proposed Project and the Avion Business Park project are not anticipated to overlap as accurately stated in the EIS. Regardless, the **Section 3.15** of the EIS accounts for the Avion Business Park project in the cumulative impacts analysis and there would be no cumulative air quality impacts. Also see also Topical Response M: Cumulative Impacts.
41. The current plan for closure of Santa Monica Airport would result in the closure on December 31, 2028. The Proposed Project would be constructed and operational in 2024. The Proposed Project is for a replacement passenger terminal building servicing air carrier aircraft operating under 14 CFR § 121. As stated in **Section 1.3** of the EIS, the replacement passenger terminal building project would not accommodate general aviation aircraft operations. Given that Santa Monica Airport is not within the General Study Area (Santa Monica Airport is over 20 miles away from the Bob Hope “Hollywood Burbank” Airport) and the closure of that facility would not occur until after the proposed replacement passenger terminal building is operational, it was not included as a cumulative project. In addition, there is no relational impact between the two projects. The two actions have independent utility. The new replacement passenger terminal building will not exacerbate the impacts of the closure of Santa Monica Airport since there is no change to operations arising from the construction of the proposed

replacement passenger terminal building. As such, recirculation of the EIS is not warranted.

42. Comment 42 correctly states that the Airport service road design and construction should be included as part of the Proposed Project and should be included in the Proposed Project's analysis (see **Exhibit 1.4-1**). **Table 3.16-1** in the EIS has been revised to delete these individual projects because they are components of the Proposed Project and their inclusion in **Table 3.16-1** is duplicative. These projects are listed as components of the overall project (see **Exhibit 1.4-1** of the EIS) and have been analyzed as such in the Affected Environment and Environmental Consequences chapters. Therefore, the Proposed Project's analysis is accurate and complete.
43. The comment stating that the Proposed Project would result in new maintenance vehicles and new and different aircraft onsite is not correct. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. As shown in **Exhibit 1.4-1**, the new 8,000 square-foot maintenance building is a replacement maintenance building and relocates maintenance operations from the southwest quadrant of the Airport to the northeast quadrant near the proposed replacement passenger terminal building.

As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F paragraph 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON)*

aircraft parking." The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* Also see Topical Response M: Cumulative Impacts.

44. As shown in **Exhibit 1.4-1** and as described as Project Component 13 in **Section 1.4** of the EIS, the Proposed Project included the realignment of the existing Airport service road in the southeast quadrant of the Airport. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building (see Response 43 to this comment submission). Recirculation of the EIS is not warranted.
45. Neither NEPA, its implementing regulations, nor FAA Orders 1050.1F and 5050.4B dictate the number of alternatives that must be carried forward for analysis in an EIS, but rather states that reasonable alternatives be evaluated, including those outside the lead agency's jurisdiction, and that the EIS "present a brief discussion of the alternatives that were not considered reasonable."⁴³ FAA Order 1050.1F states that alternatives *"must meet the basic criteria for any alternative: it must be reasonable, feasible, and achieve the project's purpose."* The alternatives evaluated in the EIS were limited to the number of reasonable alternatives, including those outside of the FAA's jurisdiction. FAA is under no obligation to consider all conceivable alternatives. Nine separate alternatives, plus the No Action Alternative were evaluated in the EIS, many of those not endorsed by City of Burbank voters. **Section 2.3** of the EIS describes the two-step screening process each of the nine alternatives went through based on, first, whether the alternative met the purpose and need for the Proposed Project and, second, whether the alternative was practical and feasible to construct and met the requirements in the voter-approved Measure B. The comment stating that many alternatives were rejected because they did not meet the second screening step of being practical and feasible to construct and met the requirements in the voter-approved Measure B is not correct. Five of the nine alternatives were rejected in the first screening step due to not meeting the purpose and need of the project while only three alternatives were rejected in the screening step for not being practical and feasible to construct and not meeting the requirements in the voter-approved Measure B. As stated in **Section 2.4.5** of the EIS, the runway reconfiguration would comply with

⁴³ FAA. (2015, July 16). Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Section 7.1-1(e).

current FAA Airport Design Standards, but reconfiguration of the airfield would not result in the existing passenger terminal building meeting State building standards or improving utilization and operational efficiency of the passenger terminal building and therefore, does not meet screening step 1 of meeting the purpose and need. As stated in **Section 2.4.6** of the EIS, replacement of the passenger terminal building in the southeast quadrant (current location of existing passenger terminal building) did meet the purpose and need and was passed through to the second screening step, but was rejected (see **Section 2.5.3** of the EIS) because it is not practical or feasible to construct a replacement passenger terminal building due to space limitations and the need to continue to use the existing passenger terminal building during construction. And while the existing passenger terminal building could remain open, it would reduce operations considerably and would not be economically feasible. Lastly, this alternative did not meet the requirements in the voter-approved Measure B.

46. Comment noted. See Topical Response F: Aircraft Operations and Enplanements for a discussion regarding the fact that the Proposed Project would not lead to an increase in passenger demand compared to the No Action Alternative.
47. Comment 47 notes that a VMT analysis for the Proposed Project would be required under the CEQA in the event that future discretionary approvals are required from Los Angeles Department of Transportation (LADOT), Caltrans, or other responsible agencies for roadway improvements necessary for implementation of the Proposed Project. The comment is noted. However, the Proposed Project was already analyzed pursuant to CEQA and the EIR was adopted and certified by the Authority, including potential roadway improvements. The EIS was prepared under NEPA and therefore, is not subject to CEQA requirements. The FAA, as the lead agency in the preparation of the EIS, followed its orders, requirements, and guidance to determine what types of analysis should be conducted and the criteria for the identification of significant impacts pursuant to NEPA. Thus, the socioeconomic impact analysis conducted in the EIS satisfied the FAA requirements and is compliant with all FAA Orders and NEPA requirements. Additionally, as stated in **Section 4.12.1.4** of the EIS, the Proposed Project would change the primary access point to the terminal from the Hollywood Way / Airport Drive / Thornton Avenue intersection to the Hollywood Way / Winona Avenue intersection and would add a fourth eastbound lane approaching the Hollywood Way / Winona Avenue intersection and would add

a separate left-turn pocket on the eastbound approach to the San Fernando Road / Cohasset Street intersection. As shown in **Exhibit 1.4-1** of the EIS, none of the proposed roadway improvements as part of the Proposed Project would occur in the City of Los Angeles.

48. Comment 48 states that the Proposed Project's transportation analysis should be responsible for monitoring and reporting trips to and from the Airport and provide mitigations if existing traffic levels are exceeded. However, FAA followed Order 1050.1F, which requires that FAA look at disruptions of local traffic patterns and substantial reductions in the levels of service of roads serving an airport to determine socioeconomic impacts. It is one of several factors to consider. See FAA Order 1050.1F, Exhibit 4-1. As described in **Section 4.12.1.4** of the EIS, the Proposed Project would result in reduced level of service at two intersections from LOS B to LOS D. Hollywood Way and Winona Avenue would become the primary access point to the proposed passenger terminal building and would be widened and modified to accommodate the additional traffic. San Fernando Boulevard / Naomi Street and Winona Avenue is unsignalized and the LOS D condition only applies to the worst-case movement of a driver turning left from Winona Avenue to San Fernando Boulevard (a very low-volume movement). Therefore, as concluded therein, pursuant to FAA Order 1050.1F, the Proposed Project would not disrupt local traffic patterns nor would it substantially reduce levels of service of roads serving the Airport and its surrounding community and would not result in significant impacts requiring mitigation measures.

The analysis accounted for forecast increases in passenger air travel in future years, including in the analysis of surface transportation changes to level of service for years 2024 and 2029. However, importantly, as described in **Section 1.4** of the EIS, the Proposed Project would have the same number of aircraft gates accommodating the same aircraft fleet mix as the No Action Alternative and therefore, would not increase enplanements at the Airport.

49. As described in **Section 1.4** of the EIS, the Proposed Project is not an airfield capacity enhancing project. Thus, it would not result in an increase in enplanements at the Airport compared to the No Action Alternative and would not result in increases in vehicle trips on the adjacent road network. The surface transportation analysis provided in **Appendix K** to the EIS presents detailed analysis of many surrounding intersections, including 18 intersections located wholly or in part within City of Los Angeles jurisdiction. The analysis included intersections on seven of the eight streets identified in

the comment, and the eighth, Saticoy Street, is the least likely to be affected by Airport passenger traffic (or by any changes in surface traffic resulting from the Proposed Project) because it is on the opposite side of the Airport from the proposed replacement passenger terminal building, does not provide access to the 170 freeway, and is parallel to numerous high-capacity streets that are easier to access from the Airport, including Strathern Street, Sherman Way, Vanowen Street, and Victory Boulevard. As described in **Section 4.12.1.4** of the EIS, the Proposed Project would not result in significant impacts on any intersection, including those in the City of Los Angeles.

50. Comment 50 notes that Proposed Project construction may require the use of City of Los Angeles streets and that the Proposed Project's construction traffic management plan should include coordination with City of Los Angeles staff. As stated in **Section 4.12.1.4** of the EIS, the Authority would be responsible for developing a construction traffic management plan (also see Response 18 to this comment submission). The Authority would require contractors working on the Proposed Project to comply with local regulations regarding haul and other truck traffic routes as described in **Section 4.12.1.4** of the EIS and the construction traffic management plan would include coordination with affected agencies to the extent necessary.

Additionally, construction-related minimization measures would be implemented in other areas of impact as described in the EIS. These include the construction emissions minimization measures described in **Section 4.3.5.1**, measures to reduce impacts on sensitive species described in **Section 4.4.5**, SCAQMD Rule 1166 described in **Section 4.7.5.2**, and various measures related to surface water and groundwater quality described in **Section 4.14.4**.

51. Comment 51 notes that the EIS should carefully consider Vineland Avenue, Sherman Way, and Victory Boulevard due to their identification as Vision Zero Priority Corridors by the City of Los Angeles. **Appendix K** of the EIS includes analysis of seven intersections located on the three Vision Zero Priority Corridors and would not result in significant impacts at any of those intersections. Further, the Proposed Project would not result in reductions in level of service on any of those streets, and the Proposed Project's effects on

delay at those locations were minimal⁴⁴ as shown in **Tables K-18** and **K-23** of the EIS. As described in **Section 1-4** of the EIS, the Proposed Project, compared to the No Action Alternative, would not result in an increase in enplanements and thus would not result in an increase in surface traffic. The Proposed Project would not drive any measurable change in employee or passenger ground transportation characteristics or volumes on the Vision Zero Priority Corridors.

The comment notes that trip rate and trip length data collected in 2012 should be validated or updated before use in current environmental review. The 2012 data referenced was based on a comprehensive travel survey conducted in 2012 under the Authority's supervision. It was used in the air quality analysis presented in **Section 4.3** of the EIS to model operational emissions from all types of surface traffic. As discussed in **Sections 1-4** of the EIS, the Proposed Project, compared to the No Action Alternative, does not increase enplanements and therefore, would not result in increases in surface traffic to and from the Airport. As such, the Proposed Project would not drive measurable change in surface traffic patterns or modes on a regional level, and therefore, the use of data from 2012 would not affect the ultimate conclusions of the air quality analysis.

52. The comment suggests that the California High Speed Rail Authority's (CHSRA) plan to eventually connect the Airport to the high-speed rail should have been considered in the EIS. The CHSRA plan was acknowledged in the EIS, including in the discussion of cumulative impacts in **Table 3.16-1** of the EIS, which lists reasonably foreseeable future projects in the Airport vicinity. As noted in the EIS, the CHSRA project was considered because 2029 represents the year that Phase I of the California High Speed Rail operation would begin, and that construction will be determined following the completion of the environmental review process, receipt of funding, and final decisions by the CHSRA Board (also see the comment submission by Commenter A-1).

53. Comment noted.

⁴⁴ At most locations and peak hours, the average delay was unchanged. At Vineland Avenue and Sherman Way, the average delay is forecast to increase by 4.4 seconds during the Friday evening peak hour in 2024 for both the No Action Alternative and the Proposed Project. At Vineland Avenue and Vanowen Street, the average delay is forecast to increase by 4.7 seconds during the Friday evening peak hour in 2024. At both locations, the resulting operation would remain LOS C. The changes in delay during the weekday morning and evening peak hours would be negligible or negative.

54. As discussed in **Section 4.3.2** of the EIS, the FAA coordinated a Protocol for the assessment of impacts under NEPA and General Conformity Determination to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. SCAQMD, CARB, SCAG, and U.S. EPA provided input on the Protocol and upon review, SCAQMD, CARB, and U.S. EPA concurred with the document while SCAG deferred comments on the protocol to FAA, EPA, CARB, and SCAQMD. The air quality impact analysis was conducted in accordance with the approved Protocol. Information regarding the source, calculation methodology, emission factors, equipment specification, and the analysis years are presented in the Protocol (see **Appendix E-1**) and in **Appendices E-2** and **E-3**. The EIS's operational criteria pollutant, greenhouse gas, and HAP emissions were calculated correctly per the Protocol, presented in **Appendix E-1** of the EIS, and the EIS adequately discloses potential impacts resulting from the Proposed Project to the public and decision-makers. Operational criteria pollutants (**Section 3.2** of **Appendix E-1**), greenhouse gases (**Section 3.7** of **Appendix E-1**), and HAPs (**Section 3.9** of **Appendix E-1**) each have their own section in the Protocol outlining how emissions were derived and calculated. The HAPS emissions calculations presented in **Appendix E-4** show the total emissions and then provide emissions by toxic compound by year. The comment stating that a header is missing is not correct. Thus, the information provided in **Appendix E-4** is complete. **Section 3.5** of the Protocol discusses the air dispersion modeling methodology that was conducted for construction and operational criteria pollutants and greenhouse gases. Additionally, the U.S. EPA confirmed that the Proposed Project would not exceed *de minimis* thresholds and would not violate or delay attainment of the NAAQS (see comment submission from Commenter A-5).

The text of the Air Quality Protocol says what “will” be used because it was prepared prior to the actual analysis used in the EIS. The Protocol identifies the acceptable methodology for the analysis in the EIS and, if needed, General Conformity Determination. The “additional air quality analysis” is what was disclosed in the EIS. **Appendix E-3** contains the operational emissions calculations, which include the assumptions for operational criteria pollutants and greenhouse gases, including EMAFAC2017 emissions factors, average trip distance inputs, parking trip distance inputs, and aircraft and GSE inputs. **Appendix E-3** also includes the CalEEMod runs for operational criteria pollutants and greenhouse gas emissions. **Appendix E-4** contains

the HAPs emissions calculations, resulting from the AEDT model, which includes the emissions for HAPs, which are included in the HAP Emissions calculations and then were calculated for the years 2019, 2024, and 2029, the analysis years agreed upon in the Protocol for the Proposed Project. As evidenced, backup documentation, equipment assumptions, inputs, emission factors, and methodology were included in **Appendix E** for the Proposed Project. Therefore, the document adequately discloses to the public and decision makers potential impacts associated with air pollution exposure.

Regarding **Appendix E-4**, specifically, **Section 3.9** of the Protocol discusses the inventory for HAPs. This section discusses FAA Orders 1050.1F and 5050.4B, which provides guidance on the evaluation of HAPs. The sources of HAP emissions associated with the Proposed Project include aircraft (turbo), GSEs (diesel), emergency generators (diesel), and motor vehicles. As stated in **Section 3.9** of the Protocol, “in accordance with FAA guidance, the EIS will contain an inventory of HAPs, but will not contain a Human Health Risk Assessment.” “A HAPs emission inventory will be developed in accordance with FAA’s *Aviation Emissions and Air Quality Handbook and Speciated Organic Gas Emissions from Airports Guidance*.” HAPs from aircraft and GSEs will be calculated within the AEDT model using the same assumptions used to prepare the criteria pollutant emissions inventory discussed in the preceding sections of this chapter (see **Table 4**, of **Appendix E-1**). HAPs from mobile sources will be calculated based on CARB’s specification profiles using a weight percent applied to the organic gas emission calculated using EMFAC2017, as amended to account for the SAFE Rule Adjustments.⁴⁵ Stationary source HAPs will be calculated using AP-42 emissions factors, CARB specification profiles, or local SCAQMD-derived emission factors, as appropriate. To calculate HAPs from airside emission sources, AEDT uses the methodologies described in the FAA’s “Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources.”⁴⁶ Table 1 of that guidance document provides U.S. EPA speciation profiles for aircraft gas turbine engines (Profile No. 5565) and aircraft piston engines (Profile No. 1099), as well as other airport-related sources. AEDT computes HAP emissions masses by first computing total organic gas (TOG) emissions for each source, then applying the mass fractions in the associated speciation profile to determine

⁴⁵ California Air Resources Board. (2018, January 29). Speciation Profiles Used in ARB Modeling.

⁴⁶ Federal Aviation Administration. (2020, May). Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources. Ver 1.

HAP emissions.⁴⁷ Thus, the Proposed Project established an inventory of HAPs for construction and operations and calculated the maximum annual construction and operational emissions summary and included them in **Appendix E-4** as per the Protocol. As presented in the EIS, **Sections 4.3.3.3, 4.3.4.1, and 4.3.4.2**, “Appendix E-4 presents the HAP emissions associated with construction of the Proposed Project and the 2024 and 2029 operational HAP emissions for the Proposed Project and No Action Alternative”.

The HAP inventory presented in the EIS was agreed to in the Protocol. The statement in the comment that “verification of the conclusion that not significant air quality or human health impacts would occur cannot be completed with the limited information provided in the document” is not correct. There was no conclusion of significance made in the EIS for HAPs, nor was it implied as evidenced above. The table of HAPs simply presents all the HAPs that were used to calculate the total, which is the column titles 2018, 2024, and 2029, as there were many HAPs, it took numerous pages. The explanation of where the numbers for the inventory came from are addressed above, including inputs. HAPs are presented as an inventory of what would occur under the No Action Alternative and the Proposed Project for the years 2024 and 2029 and no significance is drawn from this inventory as specified in the Protocol.

55. The Protocol was written prior to undertaking the air quality analysis in the EIS and is the document that outlines how the air quality analysis for the EIS would be performed. All the agencies with jurisdiction over air quality concurred with the Protocol. FAA coordinated with the U.S. EPA, CARB, SCAQMD and the SCAG. The air quality analysis incorporated in the EIS, and presented in **Section 4.3**, used the Protocol. The EIS does not need to be recirculated for public review and comment because the Protocol was written in future tense. The U.S. EPA, CARB, and SCAQMD concurred with the Protocol in May 2020 as the Protocol that would be followed for the air quality analyses in the EIS. FAA completed the air quality analysis for the Proposed Project in the EIS, thus no further air quality analysis is required.

Based on the Protocol, dispersion modelling was conducted for the EIS as discussed under **Section 4.3.2**. Construction and operational sources were

⁴⁷ Federal Aviation Administration. (2018). AEDT: Product Information. Retrieved May 2020, from FAA: https://aedt.faa.gov/2d_information.aspx.

modeled for the 2018 existing conditions, No Action Alternative, and Proposed Project for the years 2024 and 2029 and were compared to the *de minimis* thresholds. Results of the modeling are presented in the **Section 4.3.3** of the EIS, which includes the existing condition of 2018 operations, the Proposed Project 2024, and the Proposed Project 2029. Emission calculations and modelling runs are included in **Appendix E-2**, *Construction Emissions Calculations*, **Appendix E-3**, *Operational Emissions Calculations*, and **Appendix E-4**, *HAP Emissions Calculations*. There is no additional air quality analysis that is forthcoming or not included in the EIS, which was made available to the public in August 2020, after the approval of the Protocol in May 2020. Since there is no future modeling or analysis needed for the EIS, as explained above, the document does not need to be recirculated for public review and comment.

56. The EIS's construction air quality analysis was prepared properly for the Proposed Project because there would be no additional equipment or resulting emissions associated with remediation activities at the site. Remediation activities are not required as part of the Proposed Project. **Section 3.8** of the EIS states that previous site investigations have sampled the soil for many potential contaminants, including the federally regulated metals, such as, but not limited to, arsenic, beryllium, cadmium, and lead. However, only hexavalent chromium and VOCs were mentioned as contaminants of concern in the vicinity of the Proposed Project as other contaminants were below U.S. EPA and Cal-EPA acceptable levels and would not pose a risk to human health and safety. In 1996, the Regional Board issued "No Further Requirements" letters for soil in the area which encompassed the Proposed Project site. Additionally, the Authority conducted a soil and soil vapor investigation of the Proposed Project site in 2017 (see **Exhibit 4.7-1** of the EIS). The Regional Board reviewed these results and found that additional soil sampling of the site was not required and considers the Proposed Project site compatible for the construction and operation of an airport replacement passenger terminal building. Furthermore, the EIS analysis considers the SMP that the Regional Board requires the Authority to get approved prior to construction and SCAQMD Rule 1166, which could require vapor intrusion strategies and/or technologies based on soil sampling results (see **Section 4.7.5.2** of the EIS). Therefore, because the soils at the Proposed Project site were previously remediated, the Regional Board issued "No Further Requirements" letters regarding soil contamination and found that additional soil sampling was not required after reviewing the latest soil samples at the Proposed Project site. Thus,

extensive soil remediation is not expected to occur and was not listed as part of the Proposed Project.

57. The EIS's construction-related emissions estimates properly include credit from the Proposed Project's minimization measures. The EIS was prepared in accordance with the Protocol, which was agreed to by the lead agency and agencies having authority or jurisdiction over air quality. **Section 3.3** of the Protocol discusses construction sources, including the assumptions used to reduce VOCs, NOx, and diesel exhaust. Additionally, see Response 10 to this comment submission regarding the construction Mitigation, Avoidance, or Minimization Measures used in the EIS. These measures were approved by SCAQMD in their MOU with the Authority to substantively reduce emissions of VOCs, NOx, and diesel exhaust. The Authority committed to using U.S. EPA Tier 4 (final) off-road emission standards for off-road diesel-powered equipment greater than 50 horsepower as outlined on in **Section 4.3.5** of the EIS. This commitment was applied in the CalEEMod runs (the default was overridden to use Tier 4 final for the appropriate equipment) for the Proposed Project which shows that with this minimization measure, emissions were reduced by approximately 86 percent for VOCs, 94 percent for NOx, and 96 percent for diesel exhaust, for demolition for the year 2021. Because this minimization measure is a commitment by the Authority, construction emissions were not underreported in the EIS.

Section 2.2 of **Appendix E-1** of the EIS states that "The GSE operators are to maintain In-Use Off-Road Diesel (ORD), LSI, and Portable Engine Airborne Toxic Control Measure (ATCM) data as required by CARB regulations." "Low-Use" GSE may be excluded from GSE fleet average emission calculation. The criteria defining Low-Use GSE shall be based on the applicable program (i.e., ORD, LSI, ATCM). The CARB ORD compliance requirements set forth specific emissions targets and allow, in the event that an annual emission target is not achieved by a fleet owner, alternative compliance strategies such as application of Best Available Control Technology (BACT) and vehicle "turnover" (i.e., vehicle retirement, conversion to "low-use", repowering, or rebuilding engines to comply with more stringent emission limits.). CARB states that in the contents of the off-road regulation, BACT is one way of satisfying the regulation's performance requirements. If the fleet does not meet the average requirements for the off-road regulation, it must meet

BACT requirements by turning over or installing VDECS on a percentage of its total fleet horsepower that is subject to BACT requirements.⁴⁸

Clean burning diesel refers to ultra-low sulfur diesel (ULSD). ULSD is a cleaner-burning diesel fuel that contains 97 percent less sulfur than low-sulfur diesel. ULSD was developed to allow the use of improved pollution control devices that reduce diesel emissions more effectively but can be damaged by sulfur. No specific reductions were taken based on the use of “clean burning diesel” for the emergency generators.

58. Emissions from architectural coatings and consumer products were properly estimated and analyzed so the EIS does not need to be revised and recirculated. **Appendix E-2** refers to construction emissions and the specific table the comment pointed out is for demolition of buildings in the northeast quadrant of the Airport. Coating emissions are not expected from the demolition of existing buildings because VOCs from architectural coatings only occur when paint is being applied and drying. Because architectural coatings would not be applied during the demolition phase, VOC emissions of 0.000 tons per year during the demolition phase is not illogical or impossible. The CalEEMod run for building construction showed VOCs for architectural coatings were 2.16 tons per year, which is below the *de minimis* threshold of 10 tons per year.

The comment states that **Table 6.2** from the EIR shows that VOCs would be 16.87 tons per year and that it would be over the *de minimis* threshold. The Proposed Project evaluated in the EIS is different than Proposed Project that was evaluated in the EIR. One difference is that the EIS states “VOC emissions will not be estimated for building interior or exterior walls and surfaces that arrive at the Airport in a pre-coated state or that do not require architectural coating.”⁴⁹ Thus, due to differences in the methodology of

⁴⁸ California Air Resources Board. (2014, August). Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation). Retrieved November 2020 from California Air Resources Board: [Best Available Control Technology \(BACT\) FAQ \(ca.gov\)](#)

⁴⁹ The EIR did not state this and all building surfaces were assumed to require architectural coating as a worst-case scenario. For example, PDF-AIR-2, on page 3.4-26 of the Final EIR, is the only Project Design Feature in the EIR related to construction emissions, and it does not contain requirements to minimize project-related emissions from architectural coatings through the use of pre-coated materials. Appendix F.1-3 of the Final EIR lists the assumptions used in the EIR emission calculations for architectural coatings, and as stated therein under Notes, “Terminal architectural coatings left as default values in CalEEMod”. As stated in the Final EIR on page 3.4-28, “It should be noted that the maximum daily emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day within the construction period.”

CEQA and NEPA documents (i.e., pounds per day for CEQA versus tons per year for NEPA) impacts may not be the same between the two documents and the FAA is under no regulatory or statutory obligation to reconcile any differences between a CEQA EIR and a NEPA EIS. As shown on **Table 4.3-5** of the EIS, VOC emissions during construction do **not** exceed the *de minimis* thresholds established by the NAAQS. **Table 4.3-6** (operational emissions) and **Table 4.3-7** (combined construction and operational emissions) of the EIS, show that net emissions resulting from the Proposed Project, compared to the No Action Alternative, do not exceed the *de minimis* thresholds. Since the *de minimis* thresholds were not exceeded, the Proposed Project reasonably conforms to the SIP, and a General Conformity Determination is not required and the EIS does not need to be recirculated because the emission estimates are accurate.

59. FAA is not required to prepare a HRA for the Proposed Project. The EIS provided adequate data to support its conclusions and was developed in accordance with FAA Order 1050.1F, which does not require the preparation of a HRA for assessing health impacts; therefore, a HRA was not included. As discussed in **Section 4.12.3.4** of the EIS, there are no impacts (including health) that would affect children in a disproportionate manner. Therefore, recirculation of the EIS is not warranted. Also see Responses 20 and 60 to this comment submission.
60. As the comment notes, the potential for exposure to HAPs during construction of the Proposed Project could occur from the disturbance of HAP-impacted soils on the Project Site and from tailpipe emissions of fossil-fuel burning equipment. Each source of emissions is analyzed separately in the Draft EIS. Specifically, **Sections 3.8** and **4.7** cover the potential for HAPs in soils and **Section 4.3.3.3** and **Appendix E-4** covers the potential for HAPs in tailpipe emissions.

The treatment of HAPs in the EIS was developed in accordance with FAA Orders 1050.1F and 5050.4B. FAA Order 1050.1F does not require preparation of an HRA for assessing health impacts under NEPA but rather a HAPs inventory. The 2015 FAA *Aviation Emissions and Air Quality Handbook* provides the greatest degree of guidance about the inclusion of HAPs evaluation in FAA NEPA documents and states:

“it is also important to note that other than an emissions inventory, a HAPs assessment prepared for the FAA must not include any other type of analysis including, but not limited to, atmospheric dispersion

modeling, toxicity weighting, or human health risk analyses. These types of assessments require a more complete understanding of the reactions of HAPs in the atmosphere and downstream plume evolution as well as human exposure patterns. Because the science of these relationships with respect to aviation-related HAPs is still evolving, the corresponding level of understanding is also currently limited."

A HAPs inventory was prepared for the EIS and is included in **Appendix E-4**. Regarding tailpipe emissions, a list of HAPs to be included in the HAP inventory was included in **Section 4.3.2.2**. As stated in **Section 3.9** of **Appendix E-1**, the HAPs inventory would be developed in accordance with the FAA's *Aviation Emission and Air Quality Handbook* and *Speciated Organic Gas Emissions from Airport Guidance* and the appropriate agencies with jurisdiction over air quality in the project area concurred. HAPs not listed in the Protocol are not anticipated to be associated with the Proposed Project and were therefore excluded from the list.

Some of the compounds that are identified in the comment submission as being absent from the list of project-related HAPs (arsenic, chromium, lead, manganese, mercury, and nickel) are identified by the Environmental Protection Agency as "Mobile Source Air Toxics" (MSATs). These six MSATs were not included in the EIS as they are not identified in the FAA's *Aviation Emission and Air Quality Handbook*, *Speciated Organic Gas Emissions from Airport Guidance* or the approved Protocol. However, the table below was created to provide the amounts of emissions from the six MSATs that are also designated as HAPs.

HAP Pollutant	Emissions (lb/day)	Emissions (tons/year)
Arsenic Compounds	0.0000179	0.0000028
Chromium Compounds	0.0022088	0.0003446
Lead	0.0001569	0.0000245
Manganese Compounds	0.0030799	0.0004805
Mercury Compounds	0.0000007	0.0000001
Nickel	0.0012188	0.0001901

Source: FAA. Aviation Emissions and Air Quality Handbook. Table 6-4. Potential HAPs to be Included in an Airport Emissions Inventory.
https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/media/Air_Quality_Handbook_Appendices.pdf

There is no significance threshold established for HAP emissions and as such the emission estimates in the HAPs inventory do not change the conclusions presented in the EIS. In addition, as indicated in **Section 4.3.4.1** of the EIS, total annual emissions from all project-related construction during any year would not exceed *de minimis* thresholds. Therefore, construction of the Proposed Project would not cause or contribute to an exceedance of the NAAQS or increase the frequency or severity of any such existing violation which would delay the timely attainment of the NAAQS.

Section 3.8 of the EIS discusses potential impacts that could result from soils affected with hexavalent chromium and other toxic compounds. It also states remediation activities due to past soil contamination have occurred at the Proposed Project site. The Detailed Study Area was investigated for potential groundwater and soil contamination, primarily VOCs and hexavalent chromium under the jurisdiction of the Regional Board. In 1996, the Regional Board issued “No Further Requirements” letters for soil in the area, which encompassed the Proposed Project site. Further, as shown in **Section 4.7.5.2** of the EIS, the Regional Board requested preparation and submittal of a Soil Management Plan (SMP) for approval before starting construction activities. The SMP would address future soil excavation and grading activities and describe methods for detecting, testing, transporting, and managing impacted soil encountered during excavation and redevelopment activities. It would also address erosion and sediment controls, collection and analysis of soil samples, and placement and disposal of excavated soil. The Authority would prepare an SMP and obtain Regional Board approval prior to initiating construction activities. If the Proposed Project were approved, the SMP would be included as a condition of approval in the Record of Decision and would outline a framework for soil assessment, remediation, and removal actions to be used if contaminated soils are uncovered during construction activities. Since the soils at the Proposed Project site were previously remediated and “No Further Requirements” letters regarding soil contamination were issued, and because the Regional Board found that additional soil sampling was not required after reviewing the latest soil samples at the Proposed Project site, extensive soil remediation is not expected to occur as part of the Proposed Project. Consequently, airborne releases of HAPs during excavation and construction are expected to be minimal and measures in the SMP would be implemented to avoid impacts to human health, soils, and water quality if any contaminated soils were detected. Furthermore, though FAA regulations do not require a Human Health Risk Assessment (HHRA), **Section 4.7** of the EIS mentions a HHRA was completed by the Authority at the Proposed

Project site, which found that the cancer risk for the construction workers, and non-cancer hazard index to be below typically acceptable levels indicating construction activities would not adversely affect on-site or off-site construction workers health risk.

In response to the comment indicating construction was mentioned as short-term, as stated in **Section 4.3.4.1** of the EIS, construction is expected to take approximately six years, spanning calendar years 2021 through 2026. Construction would be intermittent, and emissions are expected from the following construction activities: demolition, grading, building construction, evaporative sources associated with the paving of the new roads, taxiways, and aircraft aprons, and architectural coatings associated with the repainting of road markings and painting of the replacement passenger terminal, ARFF, maintenance building, and airline cargo building. These emissions are temporary in nature and generally confined to the construction site and the access/egress roadways.

Therefore, the EIS is transparent, an HRA is not required under federal statute, rule, or regulation, and recirculation of the EIS is not warranted. FAA notes although an HRA is not required for the federal EIS, an HRA was prepared for the CEQA EIR, which discloses health assessment information and concluded maximum impacts would be less than significant to all populations within the study area, including children.

61. The EIS was prepared in accordance with the Protocol, which was agreed to by the FAA and agencies having authority or jurisdiction over air quality. As stated in the Response 20 to this comment submission, a Protocol for the assessment of impacts under NEPA and General Conformity Determination was developed to identify the technical assumptions, methodologies, databases, and models that would be used to develop the air pollutant emission inventories and conduct the air quality impact analyses. **Appendix E-1** of the EIS contains the Protocol. As indicated in **Section 3.9** of the Protocol, FAA Orders 1050.1F and 5050.4B and their associated desk references provide guidance concerning the evaluation of HAPs. The source of HAP emissions associated with the Proposed Project include aircraft (turbo), GSEs (diesel), emergency generators (diesel), and motor vehicles are presented in **Section 3.9** of the Protocol. HAPs not listed are not anticipated to be associated with the Proposed Project and thus, were not included in the Protocol or the HAP inventory found in **Appendix E-4**. The HAP emission inventory was developed in accordance with the FAA's *Aviation Emissions and Air Quality Handbook and Speciated Organic Gas Emissions*

from Airport Guidance. HAPs from aircraft and GSEs were calculated within the AEDT model.

62. The EIS was prepared in accordance with the Protocol, which was agreed to by the FAA and agencies having authority or jurisdiction over air quality. The Protocol includes a map of sensitive receptors on **Exhibit 8 of Appendix E-1**. **Section 3.2** of the EIS describes the two study areas for the Proposed Project; the Detailed Study Area and the General Study Area. The Detailed Study Area is defined by the Airport property boundary, which encompasses about 555 acres located both in portions of the cities of Burbank and Los Angeles. The General Study Area of about 4,900 acres encompasses the Detailed Study Area and includes portions of the cities of Burbank and Los Angeles. The General Study Area delineates a larger geographic area to assess “indirect” impacts that could occur in the surrounding communities. Indirect impacts may include effects on air quality, noise-sensitive land uses, socioeconomic conditions, historic and cultural resources, and are based on the current 65-decibel Community Noise Equivalent Level noise contour. As stated in **Section 4.3**, the air quality analysis for the EIS included both direct and indirect emissions inventories and was prepared for both construction and operations of the No Action Alternative and the Proposed Project and did not result in an exceedance of any *de minimis* thresholds for any criteria pollutant.
63. FAA Order 1050.1F and 5050.4B do not require that the EIS include an HRA. The comment stating that the EIS concluded that there no minority populations near the Airport is not correct (see **Section 3.13.2** of the EIS). The FAA developed a General Study Area of the EIS analysis for resource categories such as environmental justice (see Topical Response A: Expand Study Area). Please refer to Response 31 to this comment submission for updated environmental justice information and updated links to the data used in the EIS.
64. The noise analysis presented in the EIS was performed in accordance with FAA Orders 1050.1F and 5050.4B. As stated in **Section 4.11.2** of the EIS, noise contours were developed using AEDT, which is the FAA-approved model, based on aviation inputs, such as number of aircraft operations, flight tracks, runway use, etc.

Also, as previously stated in Response 3 to this comment submission, construction details are not known at this time. However, as stated in

Section 4.11.4.1, the closest noise sensitive land use, a residential property, to the northeast quadrant construction site is about 930 feet to the northeast, on the north side of San Fernando Boulevard, and the closest noise sensitive land use, a residential property, to the construction and demolition activities that would occur in the southeast quadrant is about 1,400 feet to the east. **Table 4.11-1** states the most commonly used and some of the noisiest construction equipment used for construction projects. Jackhammer attenuation has been added to **Table 4.11-1** in the EIS. As shown in **Table 4.11-1**, the noise from construction and demolition equipment would attenuate to less than CNEL 70 dB at the closest noise sensitive land use to the northeast quadrant as well as the closest noise sensitive land use to the southeast quadrant. Additionally, as stated in **Section 4.11.4.1**, construction noise would temporary and intermittent depending on the type of equipment used. Thus, type of construction noise/activity would not cause a 1.5 decibel (dB) change in the Community Noise Equivalent Level (CNEL) 65 dB noise contour, which is FAA's significance noise threshold.

65. The comment stating that the EIS does not explain how calculations were completed is not correct. The EIS includes input information, emission factors, and assumptions used in the EIS to allow for third-party review. **Section 3** of **Appendix E-1** of the EIS discusses the overall approach, specific methodologies, models, data sources, and assumptions that were used to conduct the air quality assessment for the Proposed Project. A Protocol was completed for the EIS, which was coordinated with SCAQMD, CARB, SCAG, and U.S. EPA who provided input on the Protocol and upon review, the SCAQMD, CARB, and U.S. EPA concurred with the document while SCAG deferred comments on the protocol to FAA, EPA, CARB, and SCAQMD.

Additionally, according to the approved Protocol, the 2015 FAA Air Quality Handbook,⁵⁰ "it is also important to note that other than an emissions inventory, a HAPs assessment prepared for the FAA must not include any other type of analysis including, but not limited to, atmospheric dispersion modeling, toxicity weighting, or human health risk analyses." However, a Human Health Risk Assessment was completed by the Authority, as part of the CEQA EIR for the site of the Proposed Project which found that the cancer

⁵⁰ Federal Aviation Administration. (2015, January). *Aviation Emissions and Air Quality Handbook*, Version 3, Update 1.

risk and non-cancer hazard index are below *de minimis* levels indicating construction activities would not adversely affect on-site or off-site construction workers' health risk.

Furthermore, past soil contamination and remediation activities that have occurred at the Proposed Project site are discussed in **Section 3.8** of the EIS. The Detailed Study Area has been investigated for potential groundwater and soil contamination under the Regional Board. In 1996, the Regional Board issued "No Further Requirements" letters for soil in the area, which encompassed the Proposed Project site. Finally, the analysis considered the SMP required by the Regional Board, which requires the Authority to get approved prior to construction and SCAQMD Rule 1166 which could require vapor intrusion strategies and/or technologies based on soil sampling results (refer to **Section 4.7.5.2** of the EIS). Therefore, since the soils at the Proposed Project site were previously remediated and "No Further Requirements" letters regarding soil contamination were issued and since the Regional Board found that additional soil sampling was not required after reviewing the latest soil samples at the Proposed Project site, extensive soil remediation is not expected to occur. Therefore, a HRA was not completed for the EIS. Thus, the EIS is consistent with NEPA and recirculation is not warranted.

Commenter A-4
Janet Whitlock
U.S. Department of the Interior



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
2800 Cottage Way, Rm E-1712
Sacramento, California, 95825

In Reply Refer To:
20/0360

Filed Electronically

October 27, 2020

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

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

Dear Ms. Mbakoup:

The Department of the Interior (DOI) has reviewed the draft Section 4(f) Evaluation in the *Draft Environmental Impact Statement for the Proposed Replacement Passenger Terminal Project, Bob Hope "Hollywood Burbank" Airport, Burbank, Los Angeles County, California*, dated August 2020. The Federal Aviation Administration (FAA) has included the various parks in the vicinity of the Airport to be considered as DOT Section 4(f) properties. Additionally, as stated in FAA 1050.1F Desk Reference, any project that would use a Section 4(f) resource must also comply with Section 6(f) if that resource was purchased or developed with funds from the Land and Water Conservation Fund.

The Federal Aviation Administration evaluated as Section 4(f) properties: De Garmo Park; Chandler Bikeway; Maple Street Playground; Larry L. Maxam Memorial Park; Ralph Foy Park; Robert E. Gross Park; Robert E. Lundigan Park; Tuttle Senior Adult Center; Valley Park; Vickroy Park; Whitnall Highway Park North; Portal of the Folded Wings Shrine to Aviation and Museum; Hangar 1; and Hangar 2. No DOI bureaus have identified any concerns with the 4(f) evaluation, and relevant NPS programs have indicated that they have no comments. We therefore concur that there is no feasible and prudent alternative to the proposed use of these resources in the vicinity of the Airport by the proposed action.

If you have questions regarding these comments, please contact Martha Crusius, Park Planning

1

& Environmental Compliance Program Chief, at PWR_NEPA_Compliance@nps.gov. For all other questions, please contact me at janet_whitlock@ios.doi.gov or at (415) 420-0524.

Sincerely,

JANET
WHITLOCK
Janet L. Whitlock
Regional Environmental Officer

Digitally signed by
JANET WHITLOCK
Date: 2020.10.27
16:37:00 -07'00'

Cc:
Shawn Alam, DOI
Martha Crucius, NPS
Danette Woo Nolan, NPS
Roxanne Runkel, NPS

RESPONSE TO COMMENTER A-4

1. The U.S. Department of the Interior's concurrence with the Section 4(f) analysis in the EIS is noted.

Commenter A-5
Jean Prijatel
U.S. Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

October 27, 2020

Holly Dixon, Acting Manager
Federal Aviation Administration
Los Angeles Airports District Office (LAX-600)
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Subject: Draft Environmental Impact Statement for the Proposed Replacement Terminal Project at Bob Hope Hollywood Burbank Airport, Los Angeles County, California (CEQ No. 20200168)

Dear Holly Dixon:

The U.S. Environmental Protection Agency has reviewed the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The Draft EIS states that the Federal Aviation Administration proposes to build a terminal building at the Bob Hollywood Burbank Airport that meets current FAA standards for runway separation and object free areas. The FAA's Preferred Alternative is to replace and relocate the terminal at the airport to a northeast quadrant location, and make associated relocations to supporting buildings, taxiways, and public parking areas. The proposed project would not increase the number of terminal gates or facilitate an increase in the number of aircraft using the airport.

1

The EPA provided scoping comments to the FAA on March 1, 2019 highlighting potential impacts to aquatic resources, air quality and noise. Our letter also included recommendations for sustainability, hazardous waste management at the Lockheed Plant B-6 site and the analysis of the reasonably foreseeable impacts relating to the California High Speed Rail Burbank station project.

2

We appreciate that the FAA adopted and analyzed all our scoping comments, including coordination with the Los Angeles Regional Water Quality Control Board to ensure the Low Impact Development Plan and on-site retention for potential increases in post-development peak stormwater will comply with an MS4 permit and not violate waste discharge requirements.

3

We appreciate the disclosure of the hazardous materials assessment and cleanup history, and the inclusion of the No Further Requirements Determination issued by the Regional Water Quality Control Board for the northeast quadrant identified for the proposed project.

4

We also note the Draft Environmental Impact EIS confirms that the project would not exceed *de minimis* thresholds for Clean Air Act General Conformity and would not contribute to a violation or delay of timely attainment of the National Ambient Air Quality Standards.

5

The EPA appreciates the opportunity to review this Draft EIS. When the Final EIS is released for public review, please send an electronic copy to the EPA. If you have any questions, please contact me at (415)

947-4167, or contact Zac Appleton, the lead reviewer for this project, at (415) 972-3321, or appleton.zac@epa.gov.

Sincerely,

CONNELL
DUNNING

Digitally signed by
CONNELL DUNNING
Date: 2020.10.27
13:59:21 -07'00'

For Jean Prijatel
Manager, Environmental Review Branch

cc:
Edvige B. Mbakoup, FAA

RESPONSE TO COMMENTER A-5

1. Comment noted, the Proposed Project would be built and operated by the Burbank-Glendale-Pasadena Airport Authority (Authority). As stated in **Section 1.2** of the EIS, the Authority is the owner and operator of Bob Hope "Hollywood Burbank" Airport.
2. Comment noted.
3. Comment noted.
4. Comment noted.
5. Comment noted.

Commenter O-1
Advocates for Viable Airport Solutions

While the Purpose and Need statement (P&N) acknowledges that the proposed action will improve the operational efficiency and utility of the terminal, taxiways and aprons the P&N fails to include the obvious. That is the reason the BGPAA wants to increase the attractiveness and efficiency of the passenger experience at BUR is to increase airline and passenger usage when compared to the “No Build” alternative. Yet the P&N falsely claims that “Replacement of existing facilities are not elements or factors affecting aviation activity.” The DEIS impact analyses therefore are flawed in not reflecting any differences in impacts between the proposed action and no action alternatives.

1

Of greatest concern to residents south of BUR is the increase in aircraft operations that will undoubtedly result from BUR being a much more desirable airport to travel in and out of. Whereas the current unpleasant passenger experience at BUR is a deterrent to travelers, the new more convenient and spacious replacement facility will be an inducement to travelers to use BUR rather than LAX or ONT. Airlines will no doubt seize on this marketing opportunity and schedule new and expanded services.

2

The DEIS acknowledges that number of gates and airside facilities at BUR even today are not being used at anywhere near their ultimate capacity. The proposed passenger and airside improvements will only add to this capacity. It is this possibility of relatively unconstrained growth in operations that is most worrisome to residents south of BUR.

3

While, it is mostly true that BGPAA's responsibilities are distinct from the FAA's as far as runway usage and air space management, there are actions that BGPAA can and should take to help reduce the airspace impacts associated with BUR. We therefore request the following mitigation measures be incorporated into the FEIS:

Support the recommendations of the SSFV Airport Noise Task Force to the FAA, and just as LAWA has done submit specific near term actions through the FAA's IFP Gateway for the FAA to take.

Expand the voluntary night-time curfew to include freight, General Aviation, and rotary aircraft.

Establish a policy jointly with FAA to better balance use of Runway 33 for departures on low and no wind days.

Establish a Citizens Advisory Council at BUR to include a balance of aviation related businesses and residents of neighboring impacted communities.

RESPONSE TO COMMENTER O-1

1. **Section 1.3** of the EIS states that the purpose and need for the proposed replacement passenger terminal building is to meet FAA Airport Design Standards. The proposed replacement passenger terminal building would have the same number of aircraft gates as the existing passenger terminal building does at the Airport. The existing passenger terminal building can accommodate and has historically accommodated more passengers than are currently using the Airport. Thus, the notion that the Authority proposes to build a replacement passenger terminal building to attempt to attract more passengers is not correct. Also see Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the

implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Mitigation in the form suggested by the comment is not required to reduce any potential impacts of the Proposed Project and outside the scope of the EIS. The comments refer to the FAA's independent approach procedure changes being evaluated by the FAA's Air Traffic Organization (ATO). Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

With respect to a curfew at the Airport, see Topical Response F: Aircraft Operations and Enplanements.

Commenter O-2

Santa Clarita Organization for Planning and the Environment

We incorporate by reference the concerns of all other commentors objecting to this process and EIS. Your comment notice inaccurately states that the comment period ends on MONDAY the 27th of October. However the 27th of October is a Tuesday. These comments are timely submitted prior to 5PM on Oct 27th, however, you should extend the comment period due to the inaccurate legal posting of the comment period.

1

We preface our substantive comments on the document by saying that it is unfair and probably illegal to limit comments on a 3000 page document to 5000 characters that can be submitted electronically. With the mail service being unreliable, there is no guarantee that comments would be received on time. No other public agency that our group has dealt with over the past 30 years has limited on line comments and failed to provide an email submittal address where a comment letter can be submitted. The submittal does not allow formatting such as bold typing and counts spaces, there eliminating the full import of comments made. When these limitations are added to the incorrect phone number provided for the public hearing which precluded many from public participation, I and my group can only conclude that you are being purposely unfair as a means to limit public comment.

2

Anyone with limited electronic access may be prohibited from involvement with this process during this time of Covid-19 pandemic when public computers at libraries are unavailable to the public. We assert that this is a substantial violation of environmental justice and fair access laws. The limited time period to comment on this project was inadequate to fully address this 3000 page document. In September our group requested that the comment period be extended to 120 days. Neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic. There was no legitimate reason to preclude the public from having adequate time to review this document.

3

By taking the stance that the Physical Airport is unrelated to Air Traffic, the FAA and BUR are effectively limiting the environmental study to the construction of a concrete building

4

As described, the Terminal project is not a separate issue from the noise concerns over flight path changes as the FAA and BUR insist it is. The Avion Center and other transportation improvements to accommodate more air passengers travel to/from the airport will increase air travel and therefore noise, traffic and air pollution impacts must be studied from NexGen must be studied in this EIS.

5

Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley. The FAA and Burbank Airport claim that the Project will not lead to an increased number of flights, yet other the adjacent development projects suggest otherwise. Although the parking structure to be built will not exceed the current number of public parking spaces (6,637), the DEIS calls for new "construction of a storage and staging area for ground transportation vehicles (taxis, shared vans, Uber, Lyft, etc.)". A new Amazon Distribution Center is being built adjacent to the airport as part of Burbank's Avion project (which includes construction of a 150 room hotel). A new High Speed Rail Burbank to Los Angeles is proposed for the same area. All these projects will lead to increased air travel as enabled by NexGen. At the very least, the additional noise, traffic and air pollution generated by this new terminal project and related developments which it will enable, must be evaluated under cumulative impacts. The omission of the analysis of these impacts constitutes a serious failure to disclose the full extent of increased air pollution from this proposal and deprives the decisionmakers and the surrounding community of vital information needed to make a fair decision. The EIS for the Terminal project must study the cumulative effects resulting from the influx of visitors, traffic and probable additional freight flights involving the Avion project and proposed High Speed Rail project to air pollution, traffic and the probable subsequent increased need for air travel and number of flights. If the FAA continues to insist that no additional flights from any kind of air traffic including freight will be generated by this terminal expansion, then believe the FAA must certify this statement by placing a cap on future operations.

6

BUR saw 81% drop in passengers in June 2020 as compared to June of 2019 due to COVID-19 (LA Times Sept. 1, 2020). The Pandemic has reduced demand for air travel and thus will reduce the project's ability to repay the bond funding. The project need as described in the EIS is therefore no longer accurate. The Terminal Project must be re-assessed based on these new conditions.

7

RESPONSE TO COMMENTER O-2

1. A Notice of Availability (NOA) was published in the *Federal Register* on August 21, 2020. Newspaper advertisements announcing the availability of the Draft EIS were published on August 21, 2020 in the *La Opinion* and *Pasadena Star News* newspapers and on August 22, 2020 in *Asbarez*, *The Burbank Leader*, and *Glendale News Press* newspapers and this information has been added to **Section 5.5** of the EIS. Notice of the Draft EIS Availability for review was also sent to all stakeholders who submitted comments during the EIS scoping process. A Notice of the 22-day extension of the public comment period was published in the *Federal Register* on September 25, 2020. Newspaper advertisements announcing the 22-day extension of the public comment period were published on October 2, 2020 in *La Opinion* and *Pasadena Star News* newspapers and on October 3, 2020 in *Asbarez*, *The Burbank Leader*, and *Glendale News Press* newspapers. During the public comment period, FAA provided the public with multiple ways to provide written comments through the U.S. Mail and the project website (<https://www.bobhopeairporteis.com/>) and oral comments at the public hearing. The website comment form did have a 5,000-character limit when submitting a comment. However, there was no limit on the number of times a commenter could submit comments, and in fact, the FAA received multiple submittals from the same commenter. Additionally, it was announced during the public workshops and the public hearing (posted on the project website for public viewing) that FAA would accept comments sent via FedEx and UPS to the mailing address should a commenter not want to send their comments via U.S. Mail. See Topical Response B: NEPA Comment Process for more on the public comment process.
2. See Topical Response B: NEPA Comment Process.
3. Comment noted. See Topical Response C: Extend Comment Period.
4. See Topical Response N: Connected Actions.
5. The Avion Business Park project is a separate development project from the Proposed Project. The Avion Business Park project is located adjacent to the Airport but is off Airport property and has no aviation components. **Section 1.3** of the EIS clearly states the purpose and need for the proposed replacement passenger terminal building project. This project is independent of the FAA's flight procedure proposals referenced in the comment. The construction of a replacement passenger terminal building does not affect the

flight procedures used by both airline and general aviation aircraft pilots using the Airport. The evaluation of NEXGEN proposals is a separate and independent project and is beyond the scope of this EIS. See Topical Responses N: Connected Actions and F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/.

6. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Additionally, **Section 4.15** of the EIS analyzes cumulative impacts from other projects such as from the Avion Business Park and California High Speed Rail projects. **Section 4.15** of the EIS discusses the cumulative analysis for air quality, biological resources, climate, hazardous materials, cultural resources, and water resources. **Section 4.15** of the EIS indicates that no significant cumulative impact would occur for any resource category. Also see Topical Response A: Expand Study Area. The Amazon delivery station within the Avion Business Park is not part of the Proposed Project and is beyond the scope of this EIS. Also see Topical Response M: Cumulative Impacts.
7. The purpose and need for the project, as stated in **Section 1.3** of the EIS, is to meet FAA Airport Design Standards and building requirements, as well as improve utilization and operational efficiency of the passenger terminal building. Additionally, as stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the terminal. The reduction in passenger enplanements and aircraft operations due to the current Pandemic does not change the purpose and need for the Proposed Project, which was proposed by the Authority in order to meet current FAA Airport Design Standards.

Commenter O-3**Save Our Skies LA**

The DEIS re BUR replacement terminal fails to consider the cumulative impacts of the terminal in relation to the FAA's NextGen navigation program, which -- together with the new terminal -- would create conditions to allow a massive increase in air traffic over surrounding communities. Furthermore, the quality of this air traffic, because of NextGen, would differ in environmental impacts on surrounding communities, because NextGen has created, in effect, virtual runways, that keep traffic lower and slower over larger swaths of residents, parks, schools, and protected open spaces, than previously-used conventional flight procedures. Also, the cumulative impacts of the proposed BUR new terminal in connection with traffic over airspace shared by Van Nuys and other airports including LAX and Whiteman, has not been considered. Finally, the cumulative impacts of the proposed BUR new terminal in connection with helicopter traffic, that now flies at much lower altitudes over populated areas has not been considered.

1

Please see the attached air pollution study by UCLA Environmental Health Sciences Research Scientist and Professor Yifang Zhu confirming that the new NextGen flight procedures are dumping toxic pollutants in areas previously untouched by plane soot from BUR and VNY.

2

RESPONSE TO COMMENTER O-3

- As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project would not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Additionally, **Section 4.15** of the EIS analyzes cumulative impacts from other projects including proposed airspace procedure amendments at the Airport. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/. Additionally, see Topical Response A: Expand Study Area for a discussion regarding the Proposed Project study areas.

2. The air pollution study referenced by the commenter has been included as Commenter P-316. See the response to Commenter P-316.

Commenter O-4

Kimberly Turner and Suellen Wagner

Studio City for Quiet Skies

The following is the main body of this letter. For the appendices to this letter, see **Attachment B**.



STUDIO CITY FOR
QUIET SKIES

October 19, 2020

VIA FEDEX

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

Dear Ms. Mbakoup,

Enclosed please find our Comment regarding the Draft EIS on the Burbank Airport Replacement Terminal Project. Sending comments via FedEx was approved during the September 23rd Workshop as an accepted method of submitting comments.

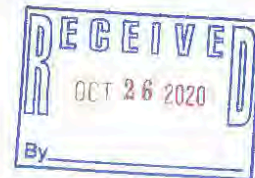
Please ensure that this comment is reviewed, included, and responded to.

Respectfully Submitted,

Kimberly Turner
3637 Goodland Ave.
Studio City, CA 91604

Suellen Wagner
18124 Laurel Terrace Drive
Studio City, CA 91604

Individually, and on behalf of, **Studio City For Quiet Skies**
info@studiocityforquietskies.com





STUDIO CITY FOR QUIET SKIES

STUDIO CITY FOR QUIET SKIES DEIS BUR TERMINAL COMMENT

October 15, 2020

I. FAA'S RESPONSE TO LA CITY REQUEST TO EXTEND COMMENT PERIOD IS INSUFFICIENT

1

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document during this time of great and unprecedented crisis. This appears a deliberate attempt by the FAA to hasten the process in the hope of having a depressed public response.

II. IMPROPER PUBLIC COMMENT PROCESS

2

The process for public participation has been improper and should be repeated and extended:

- **Wrong dates** for workshops and hearings were emailed to the public resulting in confusion.
- Erroneous confirmation emails for the hearing stated that a participant was confirmed for "terminal updates" -- not for the hearing, and those emails contained **dead links** to "How to Participate."
- Emails written to the FAA requesting participation **clarification went unanswered**.
- The DEIS website was down for a week during the comment period. That time should be added to the comment period.
- Instructions on "how to participate" were provided at the **last minute** which did not allow any time for Community Groups to review and e-blast instructions to the community.
- **Most egregiously, the wrong phone number was provided for the hearing, resulting in poor attendance.** The **correct phone number** was finally **emailed** to those who registered with **less than 50 minutes left** of the 3-hour hearing. **Most people had given up by then** and did not even check their emails.
- **This is either deliberate obfuscation, or at the very least, considerable negligence.** It is an unacceptable denial of the right to comment on this very impactful project.

III. FAA REFUSES TO ADMIT THAT TERMINAL PROJECT IS RELATED TO FLIGHT PATHS

- **FAA repeatedly states that the Replacement Terminal is *separate and independent* from the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment ("EA"). Simply repeating the same refrain over and over again does not make it true. **A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets. Taxi time will be cut in half, facilitating rapid-fire departures.** This Replacement Terminal will undoubtedly cause**

3

4

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6

1



more and greater impacts to the residents in the Southern San Fernando Valley and Santa Monica Mountains (“New Community”) who have suffered for more than 3.5 years under illegitimate flight paths moved, admittedly by the FAA, without notice or environmental study.

6

- Other **related actions are currently pending** such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed RNAV Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, **the illegitimate flight patterns and the New Terminal are intrinsically related.**

7

IV. ANALYSIS AND DESIGN OF THE NEW TERMINAL REINFORCES ILLEGITIMATE FLIGHT PATHS - FURTHER DEMONSTRATING THE RELATIONSHIP BETWEEN TERMINAL PROJECT AND FLIGHT PATHS

- The design of the Replacement Terminal and associated airfield improvements of **ALL Alternatives support ONLY the operation of departures and arrivals for the predominant paths in use NOW.** The predominant departure and arrival runways in use now have not always been predominant, and their current use is in great part responsible for the crisis in the New Community. Nevertheless, **the DEIS offers for Burbank Airport NO Alternative¹ that will help mitigate the admitted flight path movement south and facilitate regular use of other runways.** Therefore, neither the Preferred Alternative or any other Alternative studied in the DEIS is acceptable. All reinforce the status quo, and extend without relief, our ongoing and severe crisis – and in fact, BUILD IT IN – eliminating opportunities for mitigation.

8

- The **Replacement Terminal**, wherever it is placed, **must facilitate runway rotation.** Although the FAA has stated that mountains in three directions preclude instrument arrivals on runways other than 8, **at the very least the Terminal and Airfield must facilitate departures on all three remaining runways.** This will require Airfield and taxiway improvements, including realignment of Taxiway G, to make it safer and more efficient to access the southern end of 15/33 for northern departures. It will also require political concessions on the part of owner cities Burbank, Glendale, and Pasadena, who would prefer to export all of the noise and pollution to Los Angeles.

9

V. AIR QUALITY IMPACTS OF REPLACEMENT TERMINAL FURTHER DEMONSTRATES RELATIONSHIP BETWEEN TERMINAL PROJECT AND FLIGHT PATHS

- By FAA claiming that the Terminal Project is completely *separate and independent* from the flight path and the ongoing flight path Public Controversy, FAA hopes to escape its duty to study Air Quality Impacts. **Air Quality Impacts for the heavily impacted New Community were not studied or modeled in the DEIS, but rather “Presumed to Conform” due to**

10

¹ As an example, according to the DEIS, section 2.4.9, page 2-12 regarding the “Preferred Northeast Quadrant Alternative”:
“A replacement passenger terminal building in the northeast quadrant would reduce the number of runway crossings for taxiing aircraft. The **predominant arrival runway for commercial aircraft is Runway 8**, which has about 86 percent of all arrivals. The **predominant departure runway for commercial aircraft is Runway 15**, which has about 96 percent of all departures. The location of a replacement passenger terminal building in the northeast quadrant would require commercial aircraft arriving on Runway 8 to use Taxiways D and A to access the replacement passenger terminal building. Departing aircraft would use Taxiway A to access the Runway 15 end. Exhibit 2.4-8 depicts the predominant path for aircraft taxiing to and from a replacement passenger terminal building in the northeast quadrant.”

<p><i>“changes in air traffic procedures below mixing height but above <u>1,500</u> Above Field Elevation (AFE).”</i></p>	<p>10</p>
<ul style="list-style-type: none"> According to the DEIS, the norm would be to include as the affected environment for operating emissions from the Proposed Action, <i>“the project site as well as <u>surrounding areas where aircraft arriving to and departing from the Airport are below the mixing height, generally assumed to be <u>3,000 feet</u> above field elevation (AFE) per the Presumed to Conform list.”</u></i> 	<p>11</p>
<ul style="list-style-type: none"> The New Community is consistently bombarded with aircraft flying less than 3000 AFE, and yet FAA has found a way to remove these impacts from consideration. FAA states in the DEIS that, <i>“a <u>1,796 feet AFE mixing height was approved for the Bob Hope Airport by the SCAQMD according to the FAA’s Presumed to Conform list,”</u></i> and concludes that <i>“aircraft emissions above the mixing height do not affect air pollution concentrations at ground level and are thus presumed to conform to the SIP.”</i> 	<p>12</p>
<ul style="list-style-type: none"> The New Community insists on its inclusion in Air Dispersion Modeling to predict pollutant concentrations from operational sources for the existing condition, 2024, and 2029 Proposed Action and No Actions conditions, as well as for any other action alternative carried forward for detailed consideration in the EIS for all criteria pollutants. We object to FAA’s plan to use AEDT aircraft activity data that include ONLY “Aircraft LTO activity for airborne movement below 1796 AFE, modeled within AEDT as areas sources.” The extremely low “mixing height” and “new procedure” loopholes have been applied to the computation of air quality operations impacts for the entire project and have eliminated our heavily impacted communities from study. Thus, the FAA disenfranchises the New Community who has been singled out to suffer the unbearable consequences of arbitrary rule changes. FAA must not be allowed to devise rules that exclude the obviously impacted population of a Project or use loopholes to eliminate required study of impacts. 	<p>13</p>
<ul style="list-style-type: none"> FAA bases its Air Quality arguments for the Terminal Project on the premise that <i>“changes in air traffic procedures” are “presumed to conform.”</i> FAA’s reference to new flight paths “conforming” further demonstrates that the Terminal Project is intrinsically related to the 2017 flight path changes and is not “separate and independent” as FAA claims. The 2017 flight path changes must be considered in every aspect of the Terminal Project. 	<p>14</p>
<p>VI. <u>STUDIO CITY FOR QUIET SKIES’ TWO SCOPING COMMENTS (PREVIOUSLY SUBMITTED) ARE ATTACHED HERETO AS APPENDIX A, AND INCORPORATED HEREIN BY REFERENCE.</u></p>	
<ul style="list-style-type: none"> Note that Studio City For Quiet Skies’ Scoping Comments are attached hereto as <u>Appendix A without Exhibits</u> due to the exorbitant expense of recopying and resubmitting them by postal mail. Complete Scoping Comments with Exhibits were previously submitted to the FAA via FedEx on 3/1/19, are in the possession of the FAA, and are incorporated herein by reference. We will re-submit this DEIS Comment with complete Appendix A including Exhibits via email upon request. 	<p>15</p>

VII. NEW TERMINAL DOES NOT FIX CRUCIAL AIRFIELD SAFETY ISSUES

At the Workshop on 9/23, FAA's Mr. Armstrong stated that, "*The Purpose and need is to IMPROVE SAFETY AT THE AIRPORT. That's the primary objective.*" However, according to FAA's Mr. Wong, "*this project will resolve the safety issues at the airport, RELATED TO the terminal*" building only.

16

Solving issues **ONLY** related to the location of the Terminal building **WILL NOT** resolve the myriad of safety issues at the Airport! Burbank voters voted for a safer AIRPORT, not merely a safer Terminal. Other serious safety concerns on the Airfield and immediately adjacent to the airport "are not part of the project" and **will not be corrected**. This is stunning and egregious.

The Terminal Project ignores the Runway Safety Area and Obstacle Free Zone at the Departure end of Runway 15, as well as Taxiway G realignment. BUR's existing terminal is currently not in compliance, and this will still be the case when the new Replacement Terminal opens. **The result will be a "safe" Terminal Building situated on an "unsafe" Airfield.** Instead of fixing these airfield safety hazards, BUR is already pushing for more jets and larger jets.

• **OBSTACLE FREE ZONE**

There must be a 200-foot **OBSTACLE FREE ZONE** beyond the physical end of every runway. **FAA must direct BUR to bring the south departure end of Runway 15 into compliance with these minimum runway safety standards**, and install an **Engineered Material Arresting System (EMAS)** to offset the lack of the required, **Congressionally-mandated, 1000-foot-long, Runway Protection Zone** beyond the physical end of the runway. **The current Runway Obstacle Free Zone for Runway 15 is breached by a blast fence, sidewalk, k-rail, Empire Avenue, vehicle parking lot, and one of the busiest main line railroad corridors in the country – a runway accident would be catastrophic!**

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▪ **Runway 33 Secret Arrival Procedures at BUR**

Southwest Airlines-designed secret arrival procedure was implemented in October 2016, prior to NextGen and was not studied in SoCalMetrolplex. **This procedure approaches the southern end of Runway 15/33 and does not have the required 200-foot Runway Obstacle Free Zone, and thus does not meet federal safety standards. FAA should never have approved this visual procedure for arrival on such an unsafe runway**, especially in the bad weather conditions in which this procedure is used. Undershoots could have disastrous consequences for passengers and many people on the ground immediately south of the runway. Per this DEIS, after the Replacement Terminal is built, this deficiency will REMAIN -- still unsafe due to a non-existent Runway Obstacle Free Zone. **This procedure should be terminated until the Runway Obstacle Free Zone is installed.**

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• **RUNWAY SAFETY AREA**

The **RUNWAY SAFETY AREA** is defined by FAA to be **250-feet** from the centerline of each runway. The **Runway Safety Area** for the Existing Terminal, as shown on the Airport Layout Plan, is a mere **125 feet** from the centerline of runways. **Currently, BUR uses a long-standing, UNSAFE practice of allowing aircraft to land and depart while aircraft are pushing back from the terminal or taxiing alongside the building -- which is too close to both runways!** Standard practice at **ALL airports except BUR** is to consider any aircraft closer than 250-feet to any active runway that's been cleared for arrivals or departures a **"Runway Incursion"** that triggers an **investigation by FAA and reprimand** for the controllers, pilots, or ground crew that caused it. At BUR,

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<p>immediately prior to COVID, these Runway Incursions happened almost 200 times each day, potentially putting thousands in harm's way, with no objection from FAA.</p> <p>Until this serious safety violation is corrected, FAA must enforce its own requirements and NOT release aircraft for arrival or departure on any runway at BUR while aircraft are closer than 250 feet to the center of any runway.</p>	19
<p>• <u>REALIGNMENT OF TAXIWAY G</u> Along with runway fixes, REALIGNMENT OF TAXIWAY G must be included as part of the Replacement Terminal Project. Taxiway G is currently too close to Runway 15/33 to allow jets to use it safely. The project originally included fixing Taxiway G and it was approved by Burbank voters. After Measure B approval however, BUR eliminated this component. Consequently, there will be no safe way for aircraft leaving the Terminal to access Runway 33 to depart north until more than 2 years after the old terminal is closed, when Taxiway A can be extended.</p>	20
<p>▪ Burbank Airport told us for years that aircraft were prevented from departing north because of prevailing wind direction and a 1% uphill grade. However, after examination, the FAA told the Task Force that northern departures can definitely be used when wind conditions are not contrary, which is 60% of the time, and that grade is not a problem. We have seen these departures many times during Santa Ana winds. The only thing that is preventing more equitable use of northern departures is a full-length taxiway to avoid runway crossings. This is an airfield SAFETY issue and must be addressed in the EIS.</p>	21
<p>It is shameful that the FAA routinely violates its own basic safety procedures at BUR – on a daily basis – and yet it argues it cannot create an RNAV departure or turn departures westerly, north of the 101 freeway because they "conflict" with Runway 8 arrivals.</p>	22
<p>Merely moving and replacing the terminal building does not fix all the serious runway violations that NOW occur hourly. No one can feel safe using Burbank Airport, and the New Terminal WILL NOT fix that!</p> <p>Spending money to build a shiny New Terminal on an unsafe airfield makes no sense and begs the question of how the New Terminal will be funded? The FAA should not provide federal grants for a Replacement Terminal unless and until the Authority comes into compliance with all of the federal grant assurances, including the requirements proscribed in the Advisory Circulars that mandate a 200' Obstacle Free Zone beyond the physical end of every runway.</p> <p>FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.</p>	23
<p>VIII. <u>MORE JETS AND LARGER JETS INCREASE SAFETY HAZARDS – ILLEGITIMATE ACTIONS TAKEN OUTSIDE OF DEIS</u></p>	
<p>• In 2012, FAA prepared a report in response to the FAA Modernization and Reform Act regarding implementation of Runway Safety Areas at all airports, stating, "Several aviation studies suggest that minor increases in traffic or vehicular volume can cause an exponential increase in runway safety risk." The FAA's own words would dictate caution in allowing continued increases in jet size and traffic.</p>	24



<ul style="list-style-type: none"> But, in 2018, without safety analysis or approval from FAA, BUR reconfigured the terminal to accommodate 737-800 aircraft (including the now grounded 737 Max 8) and even created 737 MAX 10 positions at the existing terminal. This puts larger jet aircraft inside the Runway Safety Area while runways are open for landings and takeoffs. <ul style="list-style-type: none"> As an interim safety measure, The Authority should limit the size of aircraft using the terminal by placing the service road at the rear end of the aircraft close enough to the aircraft to prevent aircraft longer than a MAX 8 from parking on the ramp. 	24
<p>IX. <u>PIECEMEALING OF REPLACEMENT TERMINAL – ILLEGITIMATE ACTION TAKEN OUTSIDE OF DEIS</u></p>	
<ul style="list-style-type: none"> According to FAA’s “<i>Federal Presumed to Conform Actions Under General Conforming</i>,” the FAA established its own procedures for including “presumed to conform” actions in total emissions in determining applicability and conformity in order to avoid segmentation of projects for conformity analysis when emissions are reasonably foreseeable. However, on September 21, 2020, BUR approved development of 203,000 feet of additional ramp space for RON (Remain Overnight) Parking on an undeveloped, unpaved parcel outside the Airport Operations Area for overnight parking of large jets in order to line them up for more efficient 7am departures! The Authority claims this new expansion is “rehabilitation,” but you can’t “rehab” an unimproved field. Development of this Airport Component amounts to segmentation, or piecemealing of the Replacement Terminal Project. This expansion should have been included in the EIR and DEIS, and its environmental impacts must be studied and disclosed. 	25
<ul style="list-style-type: none"> FAA issued the CATEX approving the paving of unimproved land. There is nothing in FAA Order 1050.1F, section 5.6-4 that would “categorically exclude” new paving of a dirt lot for air carrier aircraft parking. Which section did FAA invoke in issuing the CATEX for paving the two-acre unpaved site? There is a provision for rebuilding the same thing if it existed previously. However, historically there was no air carrier parking facility on this piece of unpaved soil. 	26
<ul style="list-style-type: none"> There are residences in Los Angeles located on Riverton that would only be approximately 300 feet from the aircraft that would be parking on this new ramp. They will be exposed to new and louder noise from this area than they had previously experienced, without notice or environmental study. 	27
<p>X. <u>STUDY AREA</u></p>	
<ul style="list-style-type: none"> Southern Los Angeles Neighborhoods Not Considered in DEIS: Neighborhoods south of the airport in <u>Los Angeles</u>, the New Community, are not within either the detailed or indirect study area, yet residents are burdened by <u>Burbank</u> Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the airport. This has been seen all over the country. All communities under the focused flight path (which in this case is on the 210 heading for 5–10 miles), must be included in Environmental Studies, as part of the Study Area. FAA must study massive impacts on neighborhoods in LA, south of the airport. 	28
<ul style="list-style-type: none"> Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic 	29

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resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.	29
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<ul style="list-style-type: none"> • Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. 	30
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XI. SOCIOECONOMIC IMPACTS

<ul style="list-style-type: none"> • FAA must study socioeconomic impacts of the Replacement Terminal to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths. 	31
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<ul style="list-style-type: none"> • The New Community was not given notice or studied prior to SoCal Metroplex/NextGen implementation when the “Southern Shift” occurred and that the Replacement Terminal will exacerbate. FAA’s continued nation-wide pattern of moving flight paths without notice or study, then using general disclaimers to avoid taking responsibility,² cannot be allowed to continue. 	32
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XII. CUMULATIVE IMPACTS

<ul style="list-style-type: none"> • 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 impacts of the proposed Expanded Terminal must be considered along with all other cumulative impacts. • Although FAA repeatedly states that the Replacement Terminal is <i>separate and independent</i> from the flight path changes that occurred in early 2017, a new and larger terminal will add to the Cumulative Impacts to Los Angeles residents³, especially those in the New Community that, in addition to BUR jets, receive almost all VNY flights, as well as Runway 33 arrivals as low as 1000' feet AGL. The increased operations resulting from the New Terminal are <i>project impacts</i>, and the impacts caused by Metroplex rerouting of jets over southern communities such as Studio City and the Santa Monica Mountains will be <i>cumulative impacts</i>. The Replacement Terminal will increase already critical negative impacts and affect the entire San Fernando Valley and the Santa Monica Mountains. The larger, more efficient Replacement Terminal is therefore intrinsically related to the illegitimate flight paths and must be considered a Cumulative Impact. 	33
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² In Exhibit B of the City of LA’s August 24, 2020 motion is a FOIA produced document entitled, “Air Traffic Around Hollywood Burbank Airport” that contains FAA’s **internal notes** detailing a conversation between FAA Spokesman, Ian Gregor, and FAA Senior Attorney, Courtney Adolph, on how to concoct a PR response to irregularities in operation increases and movement of the flight path over the New Community. In the course of the conversation, FAA Senior Attorney Adolph asked, “Will we give our general disclaimer about movement in flight tracks is due to many different factors like traffic volume, weather, etc.?” To which Mr. Gregor, responded, “I added this information to the slide. It’s also in Slide 15”

³ As stated, A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets. Taxi time will be cut in half, facilitating rapid-fire departures.

<ul style="list-style-type: none"> • “Southern Shift” in Flight Paths must be considered as a Cumulative Impact. Proposed Procedures SLAPP THREE and OROSZ THREE (“Proposed RNAV Procedures”) are post-Metroplex Implementation Procedures that are among the list of Cumulative Impacts in the DEIR. However, unanticipated changes in flight paths that occurred over the New Community with SoCal Metroplex/NextGen implementation must also be included on this list of Cumulative Impacts. These changes were admittedly unanticipated by FAA and therefore not designed in accordance with the “presumed to conform” emission standards and thus did not meet the requirements of NEPA.⁴ Both the California Environmental Impact Report (“EIR”) and Burbank’s Measure B vote occurred BEFORE SoCal Metroplex/NextGen implementation, and therefore NextGen’s dramatic changes were never considered before the EIR was certified and Measure B passed. Changes in flight path that occurred with the implementation of SoCal Metroplex/NextGen in 2017 have had a devastating impact on the Southern San Fernando Valley and Santa Monica Mountain Communities. These 2017 changes resulted in the unforeseen “southern shift” that the FAA admitted occurred, and again, must be included in the list of Cumulative Impacts. The EIR should be recirculated to study the cumulative impacts related to flight path changes that occurred as a result of SoCal Metroplex, as well as those associated with the Proposed RNAV Procedures. 	34
<ul style="list-style-type: none"> • The airspace demand of the airport directly impacts the Environmental Assessment for the Proposed RNAV Procedures and must be considered as a Cumulative Impact. Further consideration must also be given to future demands at LAX, which drive up the number of competing flights accessing the same congested waypoints. 	35
<ul style="list-style-type: none"> • Runway 33 SECRET Operator Designed Arrival Procedure must be considered as a separate Cumulative Impact. It was never included in SoCal Metroplex, was implemented on October 13, 2016, prior to SoCal Metroplex, and thus never considered during the Replacement Terminal CEQA Process. This “wind arrival” procedure flies low (down to 1000 ft AGL) over people in the Santa Monica Mountains and foothills before turning northeast for the final visual approach and impacts the same New Community as BUR departures. These highly focused RVAV RNP arrivals consolidated a formerly 6-mile wide arrival path into the width of a jet wingspan and were the precursor to focused BUR departure flight paths. The community was never given notice of this secret procedure. 	36
<ul style="list-style-type: none"> • BUR RON Expansion. Burbank Airport’s recently approved expansion project, which includes the addition of a 203,000 sq. ft. RON (Remain Overnight Parking) area for large jets, to be built on a now vacant parcel outside the AOA (Airport Operations Area) is an additional Cumulative Impact. Increased overnight parking capacity will encourage more late arrivals and early departures of large Class 3 and Class 4 jets and was not subject to environmental study. 	37

⁴ The Clean Air Act (CAA) section 176(c), [42 U.S.C. 7506\(c\)](#) and Amendments of 1990 (require that all Federal actions conform to an applicable State Implementation Plan (SIP). The U.S. Environmental Protection Agency (EPA) has established criteria and procedures for Federal agencies to use in demonstrating conformity with an applicable SIP that can be found at [40 CFR 93.150](#) et seq. (“The Rule”). The Rule allows Federal agencies to develop a list of actions that are presumed to conform to a SIP for the criteria pollutants and their precursors that are identified in [40 CFR 93.153\(b\)\(1\)](#) and (b)(2) and in the National Ambient Air Quality Standards (NAAQS) under [40 CFR 50.4–50.12](#).

<ul style="list-style-type: none"> Amazon’s new 70,000 sf Distribution Center adjacent to BUR is an additional Cumulative Impact that will increase operations and impact the New Community. 	38
<ul style="list-style-type: none"> The Terminal Project must be put on hold until the flight paths are either changed or all processes related to the flight path are resolved, including the Environmental Assessment and City of LA lawsuits. 	39

XIII. PURPOSE AND NEED HAS CHANGED FROM EIR

<ul style="list-style-type: none"> Purpose and Need has Changed Since Original CEQA EIR and Measure B: The DEIS refers to increased "passenger demand." According to the DEIS, <i>"the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the future projected increases in passengers indicated in the forecast."</i> This is the first time that the Purpose and Need for the Replacement Terminal has included GROWTH, which was not part of the CEQA EIR. 	40
<ul style="list-style-type: none"> The original CEQA EIR for the Replacement Terminal from 2016 was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the Replacement Terminal capacity for a larger 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft to use the facility. 	41
<ul style="list-style-type: none"> The original 2016 CEQA EIR should be recirculated with this significant change in scope, and should take into consideration the FAA's Proposed Procedures' RNAV changes that are the subject of the EA. The difference between a 737 MAX 10 with 230 seats and the design aircraft with 180 seats represents an over-25% increase in passenger capacity that can be pushed through the airport. 	42
<ul style="list-style-type: none"> Prior to this DEIS, Purpose and Need was for safety and amenities only. If the FAA/BUR want to expand the Purpose and Need to increase operations and demand, they must go back to square one, revise the CEQA and be honest with Burbank voters. 	43

XIV. FLIGHT PATH HAS CHANGED FROM EIR

<ul style="list-style-type: none"> The movement of the flight path was never considered in the CEQA EIR, Measure B, or Scoping. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and admitted to by the FAA in July 2019, subsequent to the Scoping. As a result, the entire process, beginning with the 2016 CEQA EIR, must be revised and recirculated.⁵ 	44
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⁵ PUBLIC RESOURCES CODE – PRC 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.

XV. FLEET MIX AND OPERATIONS HAVE CHANGED FROM EIR

- **The future changes in Fleet Mix that will be accommodated by the Replacement Terminal** with 14 gates **designed to accept 737-MAX 10 aircraft that seat as many as 230 passengers** per aircraft will increase impacts to the New Community and were not considered in the 2016 CEQA EIR. Burbank has been actively preparing the Existing Terminal for larger aircraft since 2018. The airspace demand of the airport is affected by the size of the aircraft that use the airport, and that is directly tied to the increased capacity of the Replacement Terminal that was not considered in the EIR or voted on by the Burbank voters.

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- **RON illegitimate expansion allows BUR to prepare for Fleet Mix changes outside of DEIR process.** On September 21, 2020 Burbank Airport approved an action that is not included in the Replacement Terminal Project but should be. It is a large **federally funded project** for pavement rehabilitation, **ADDING the “development of additional ramp space on an undeveloped parcel” outside of the Airport Operations Area.** This is 203,000 square feet of **unpaved** surface that will be paved to accommodate expanded RON (Remain Overnight) Parking for large Class 3 and Class 4 aircraft, including 757 and Airbus. It is an expansion of the existing Airports Operations Area to accommodate air carrier aircraft parking. **This action will facilitate Air Carriers at BUR in moving to larger aircraft, changing the Fleet Mix at BUR.** This is an action that should be included in the Replacement Terminal Project environmental studies by the State and should be included in the current DEIS. Because it is not, it is a **piecemealing** of the Replacement Terminal project, and must not go forward now.

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- **Increased Operations: increased operation and passenger numbers, along with changes in the flight path, further support recirculating the CEQA EIR.** FAA’s projections for Passenger Enplanements fail to consider record numbers recorded in 2019, which were available in time to be included in this study, but were omitted. From 2015 through 2019, the average annual increase in Passenger Enplanements was 9.3%, even though this period included two low “recovery years.” In years 2016 through 2019 Enplanements increased an average of over 13% annually. Nevertheless, FAA’s forward projections include only 1 and 2% annual increases going forward, beginning in year 2020. Our analysis, using the more modest, five-year average of 9.3% annual increases, results in a calculation that is more than double that of the FAA (See Attached Analysis, Exhibit 1).

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- FAA’s projections of minimal future growth result in a **massive underestimation of environmental impacts.** All impacts from operations are based on the number of passengers and operations. Thus, when FAA estimates annual growth rates that are one-seventh to one-tenth of annual growth rates over recent years, **they are creating misleading data that reverberates throughout all categories of the DEIS.** The impacts multiply. More air pollutants and toxic chemicals, more noise, more socioeconomic impacts and GHG (Green House Gas).

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- It is highly likely that Burbank Airport will continue to spend heavily on promotion to increase passenger numbers and operations, as they have done in past years resulting in a

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(Amended by Stats. 1977, Ch. 1200.)

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41% increase in passengers from 1/1/2017-12/31/2019. However, now this **extensive promotion, touting a brand new and comfortable, highly efficient terminal, will have an even greater effect, increasing operation numbers far beyond what was projected by the FAA and what was included in the CEQA EIR.**

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XVI. PUBLIC CONTROVERSY

- **The Replacement Terminal is part of the ONGOING Public Controversy over the new departure flight paths** initiated in March 2017 when the FAA moved (and subsequently admitted to moving), without notice or environmental study, the departure flight path from Burbank southward over the New Community that had only rarely experienced aircraft traffic.⁶

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- **It is folly to say that the Replacement Terminal is an “Independent Project” and unrelated to the flight paths.** More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historical patterns: (<https://www.change.org/p/change-the-burbank-departure-flight-path-or-stop-the-terminal>). It is reasonable that a new, comfortable, efficient terminal will encourage passengers to “fly BUR” thereby further increasing operations and resulting in more devastating impacts on the New Community.⁷ The New Community would not vigorously oppose the Replacement Terminal if the flight paths shifted back to historical patterns and all safety issues are addressed.

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- **Runway rotation and an airfield capable of making regular use of northern departures have been key topics under discussion since the flight path shifted in 2017 in order to achieve equity of noise distribution.** Currently, 96% of Airfield departures depart to the southwest off substandard Runway 15 despite accompanying safety risks. However, in the past, BUR aircraft departed successfully in the predominant directions of north and west. They even were able to handle all departures to the east during 15/33 reconstruction. Now they all go far south, into new territory deep in the Santa Monica Mountains. **The current all-southern pattern is clearly inequitable and discriminatory causing extreme and prolonged Public Controversy.** The Terminal Project must be amended to make Airfield improvements that will encourage and efficiently accommodate departures to the north. **Both ends of Runway 15/33 must have equal access to Air Services in order to abate Public Controversy.** Such runway rotation must be included for all Alternatives and environmental impacts recalculated, including the Air Quality impacts, in order for any EIS Analysis to be valid.

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⁶ The public and our elected officials have been continuously engaged — not just with FAA, but also with **Burbank Airport** — in a concerted effort to revert to the previous departure pattern. The Los Angeles City Attorney filed suit against the FAA in December 2019 and that lawsuit is ongoing; FAA rejected Recommendations from the Task Force to remedy a problem that they created, without public notice or study; and the New Community continues to suffer extreme negative impacts, filing more than 2 million noise complaints with **Burbank Airport**. We have tried to work with the Airport all this time and they have done nothing to reduce or mitigate impacts. The Airport Authority is wedded to the three owner cities — Burbank, Glendale, and Pasadena and works only in their service, including protecting them from Airport impacts.

⁷ As stated, A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets. Taxi time will be cut in half, facilitating rapid-fire departures.

XVII. ALTERNATIVES

<ul style="list-style-type: none"> • Voter-Approved Measure B Allows for Same Size Replacement Terminal. FAA must study a same size replacement terminal, as was studied in the CA EIR. The Replacement Terminal is more than 50% larger than the existing terminal. ▪ Narration accompanying slide 16 of the Public Workshops power point presentation (link: https://bobhopeairporteis.com/public-workshop-september-23-2020/ at 6:36 states, “only the Replacement Passenger Terminal in the Northeast Quadrant met the second step. <u>None of the other Alternatives met the requirements of voter-approved Measure B.</u>” This requires explanation. According to Measure B, the voters approved a same size terminal building.⁸ 	53
<ul style="list-style-type: none"> • Runway Rotation must be included for all Alternatives, incorporating Airfield and Taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid. 	54

XVIII. THE WAY FORWARD:

▪ Must revert to the historical flight path.	55
▪ Put terminal project on HOLD until ALL SAFETY ISSUES are addressed.	56
▪ Correct ALL Safety Standards, other than the Terminal proximity, throughout the Airfield NOW, including runway safety violations. Many necessary corrections ARE NOT INCLUDED in the Replacement Terminal Project and are a present and serious danger to the flying public. Include Taxiway G, which was included for modification in the EIR, but was subsequently excluded in the DEIS.	57
▪ Include a same size modernized Alternative and make modifications so aircraft can depart safely on all runways.	58
▪ Repeat CEQA EIR.	59
▪ Repeat NEPA EIS process.	60

Respectfully submitted,

Kimberly Turner
Suellen Wagner
Both individually, and on behalf of, Studio City For Quiet Skies

⁸ Text of Measure B: 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.

RESPONSE TO COMMENTER O-4

1. Comment noted. While the City of Los Angeles did request a longer extension, FAA did extend the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. Further, public participation in this project has occurred and has not been depressed as suggested in the comment. See Topical Response C: Extend Comment Period.
2. FAA prepared the notification of the public hearing. Due to the on-going Pandemic, an in-person public hearing was not permitted due to the Governor's emergency declarations and the rules from the Los Angeles County Public Health Office. Therefore, FAA conducted a virtual public hearing that was attended by members of the public. Also see Topical Response B: NEPA Comment Process.
3. Comment noted. The topic of the proposed replacement of the passenger terminal building to meet FAA Airport Design Standards has been ongoing since 1980. In general, this is not a new proposal. See **Section 1.2** of the EIS to review the history of this Proposed Project. The construction of a larger passenger terminal building does not equate to an increase in number of passengers using the Airport (see Topical Response F). Also see Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses A: Expand Study Area and E: Flight Procedures.
7. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. The replacement passenger terminal building project is independent of FAA ATO's proposed flight procedure changes. The pending litigation regarding flight procedures is independent from and unrelated to the Authority's proposal to meet FAA Airport Design Standards. Changing the flight procedures will not affect in any way the location of the existing passenger terminal building and the distances between the building and Runways 15-33 and 8-26. Further, delay in federal review of the proposed replacement passenger terminal building would not affect the location of flight procedures because the runways at the Airport are not being extended, relocated or otherwise changed. Also see Topical Response N: Connected Actions.

8. Altering the flight procedures does not fulfill the purpose and need for the Proposed Project (see Topical Response E: Flight Procedures) and, as clarified in **Section 1.2.3** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Furthermore, any future change in flight procedures is not dependent on the location of a replacement passenger terminal building at the Airport. Similarly, a replacement passenger terminal building could be constructed without any change in flight procedures for aircraft operating to and from the Airport (see Topical Response N: Connected Actions). Also, the Joint Powers Agreement⁵¹ that forms the Authority, prohibits the Authority from making changes to the runway. As stated in **Section 1.2.2.1** of the EIS, there is a current restriction on departures of aircraft larger than 12,500 pounds on Runway 8 due to the proximity of aircraft to the LAX Arrival Stream and the Verdugo Mountains east of the Airport. Changes to runway usage would not remove the existing restrictions on departures on Runway 8.

Therefore, the Proposed Project does not affect departure routes nor does it eliminate opportunities to alter departure or arrival procedures at the Airport,

⁵¹ City of Burbank. (1991, September 15). *Amended and Restated Joint Exercise of Powers Agreement Among the Cities of Burbank, Glendale and Pasadena Creating an Agency to be Known as the Burbank-Glendale-Pasadena Airport Authority*, page 2. Retrieved April 2021 from City of Burbank: <https://www.burbankca.gov/home/showdocument?id=34871>.

as implied by this comment. Alternatives analyzed in the EIS do not need to include changes to flight procedures as a project component.

Commenters interested in the proposed flight procedure amendments project at BUR can participate in the Air Traffic Organization's (ATO) separate NEPA process: https://www.faa.gov/air_traffic/community_involvement/bur/

9. Comment noted. The suggested runway rotation alternative does not fulfill the purpose and need for the Proposed Project. Further, the Joint Powers Agreement⁵² that forms the Authority prohibits changes to the runway. As stated in **Section 1.2.2.1** of the EIS, there is a current restriction on departures of aircraft larger than 12,500 pounds on Runway 8 due to the proximity of aircraft to the LAX Arrival Stream and the Verdugo Mountains east of the Airport. Thus, relocation of the passenger terminal building would not remove the existing restrictions on departures on Runway 8. Also see Topical Response D: Other Alternatives.
10. **Section 4.3** of the EIS discloses the impacts to air quality from the Proposed Project. **Section 4.3** of the EIS states: "The Proposed Project is not specifically exempt from the provisions of the General Conformity Regulations and does not meet the definition of a 'Presumed to Conform' project as described in Federal Presumed to Conform Actions Under General Conformity (72 FR 41565)." The Proposed Project is not specifically exempt because it does not meet the definitions of exempt projects under 40 CFR § 93.153(c)(2) through (c)(4), (d)(1) through (d)(5), or (e)(1) through (e) (3). Instead, FAA conducted an emissions analysis. **Section 4.3** describes the emissions from the Proposed Project and whether or not they exceed the *de minimis* thresholds for preparation of a General Conformity Determination under Section 176(c) of the Clean Air Act Amendments of 1990. Further, as demonstrated in **Section 4.3.2.1** of the EIS and **Appendix E**, air quality impacts associated with the construction and operation of the Proposed Project were completed as required under NEPA and FAA Orders. The EIS was prepared in accordance with the Protocol (see **Appendix E-1**), which was agreed to by the FAA and agencies having authority or jurisdiction over air quality, including SCAQMD, CARB, SCAG, and U.S. EPA. Upon review of

⁵² City of Burbank. (1991, September 15). *Amended and Restated Joint Exercise of Powers Agreement Among the Cities of Burbank, Glendale and Pasadena Creating an Agency to be Known as the Burbank-Glendale-Pasadena Airport Authority*, page 2. Retrieved April 2021 from City of Burbank: <https://www.burbankca.gov/home/showdocument?id=34871>.

the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document and SCAG deferred comments on the protocol to FAA, EPA, CARB, and SCAQMD.

The U.S. EPA recognizes the mixing height is not constant and varies with meteorological conditions. Therefore, the U.S. EPA recommends federal agencies use an average mixing height or a default of 3,000 feet and consult with the state or local air quality agency. As previously stated, SCAQMD, CARB, and SCAG were consulted.⁵³ The selection of mixing height needs to be considered as it relates to emission totals. The Protocol required that the EIS use a mixing height of 1,796 feet above field elevation (AFE), which is a value consistent with SCAQMD's 2016 draft aircraft emission inventory.⁵⁴ The selected mixing height is also nearly the same as the broad estimates produced in the Holzworth report from 1972.⁵⁵ That report serves as the basis for using 3,000 feet as the default average annual mixing height across the contiguous United States and indicates that in Burbank the annual average morning mixing height is 1,796 feet AFE, which is the proper approved mixing height for the Airport. In 2000, the FAA conducted a study of air quality on aircraft operations in excess of 3,000 feet above ground elevation (AGL).⁵⁶ This study ultimately demonstrated that the ground level influence of emissions at 1,500 feet AGL were minimal and the trend between 1,500 feet and 3,000 feet showed little decrease in ground level concentrations. Given that the tabulation of emissions for assessing general conformity applicability included emissions exceeding 1,500 feet and are tied to a regionally accepted mixing height value, the analysis was conducted appropriately.

As presented in **Appendix E-3** the net aircraft emissions produced due to the operations of the Proposed Project, compared to the No Action Alternative, are minimal because of no pronounced change in the terminal's

⁵³ U.S. EPA. (2021). General Conformity Training Module 3.1: Applicability Analyses. Retrieved January 2021, from U.S. EPA: <https://www.epa.gov/general-conformity/general-conformity-training-module-31-applicability-analyses>.

⁵⁴ South Coast Air Quality Management District. (2016, August). Draft Aircraft Emissions Inventory for South Coast Air Quality Management District. Retrieved January 2021, from South Coast Air Quality Management District: <http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/aircraft-emissions-inventory-for-the-south-coast-air-quality-management-district.pdf>.

⁵⁵ U.S. EPA. (1972). *Mixing Heights, Wind Speeds, and Potential for Urban Air Pollution Throughout the Contiguous United States*. Retrieved January 2021, from U.S. EPA: <https://nepis.epa.gov/Exe/ZyPDF.cgi/20013CDS.PDF?Dockey=20013CDS.PDF>.

⁵⁶ FAA. (2000, September). *Consideration of Air Quality Impacts by Airplane Operations at or Above 3,000 Feet AGL*. Accessed January 2021, from FAA: https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/catex.pdf.

throughput. Without significant modifications to the vertical distribution of aircraft emissions, the selection of mixing height for a net emissions calculation has little impact. Regardless of whether a 1,500 feet or 3,000 feet mixing height is selected the net emissions are expected to remain the same.

11. The EIS was prepared in accordance with the Protocol (see **Appendix E-1**) and was agreed to by the FAA and agencies having authority or jurisdiction over air quality, including SCAQMD, CARB, SCAG, and U.S. EPA. Upon review of the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document and SCAG deferred comments on the protocol to FAA, EPA, CARB, and SCAQMD. As stated in the Protocol, the affected environment includes the Proposed Project site as well as surrounding areas where aircraft arriving to and departing from the Airport are below the region's mixing height. Mixing heights vary by airport within the SCAQMD basin. As stated in **Section 3.2 of Appendix E-1** of the Protocol, a mixing height of 1,796 feet AFE for the Airport was approved by SCAQMD and was used in this EIS. The default 3,000-foot AFE mixing height is a default value for AEDT and roughly the annual average mixing height of the contiguous United States.⁵⁷
12. The term "New Community" was not defined in the comment. However, it is assumed that "New Community" references the residents in southern San Fernando Valley communities (e.g., Encino, Sherman Oaks, Studio City, Bel-Air, and Benedict Canyon) who have expressed concern about the change in flight procedures for aircraft departing the Airport.

A mixing height of 1,796 feet AFE was approved by SCAQMD, which was determined using FAA's BTS database specific for the Airport's Landing take offs (LTOs) by specific aircraft models.⁵⁸ As the comment correctly states, the Protocol was agreed to by the FAA and agencies having authority or jurisdiction over air quality including SCAQMD, CARB, SCAG, and U.S. EPA. Upon review of the Protocol, SCAQMD, CARB, and U.S. EPA concurred with the document while SCAG deferred comments on the protocol to FAA, U.S. EPA, CARB, and SCAQMD. As demonstrated, the FAA did not remove impacts from consideration and the proper approved mixing height for the

⁵⁷ FAA. (2000, September). *Consideration of Air Quality Impacts by Airplane Operations at or Above 3,000 Feet AGL*. Accessed January 2021, from FAA:
https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/catex.pdf.

⁵⁸ South Coast Air Quality Management District. (2016, August). *Draft Aircraft Emission Inventory For South Coast Air Quality Management District, Technical Assistance Related to Emission Inventories, Goods Movement and Off-Road Sources Updated Aircraft Emissions Inventory*.

Airport of 1,796 feet AFE was used.

13. The comment maintains that air dispersion modeling should be completed for the EIS. According to the U.S. EPA, air dispersion modeling is one of six methods that may be used to demonstrate that a Federal Action subject to the General Conformity Rule does not cause or contribute to new violations of National Ambient Air Quality Standards (NAAQS), does not worsen existing violations of the NAAQS, or delay the attainment of the NAAQS.⁵⁹ However, U.S. EPA exempts from General Conformity requirements those “Actions having net total direct and indirect emissions below the *de minimis* levels specified for each criteria pollutant” (40 CFR § 93.153(c)(1)).⁶⁰ As shown in **Table 4.3-7** of the EIS, the maximum combined construction and operational emissions inventory for the Proposed Project for year 2024 are below the applicable *de minimis* threshold values and as such, no dispersion analyses are required to demonstrate conformity.

Concerning the comment objecting to the mixing height of 1,796 feet AFE, this mixing height was approved by SCAQMD and was agreed to by the FAA and agencies having authority or jurisdiction over air quality.⁶¹ Therefore, the comment is not correct in stating that the FAA devised rules that excluded an affected population or used loopholes to eliminate the study of impacts.

14. See Topical Responses E: Flight Procedures, and N: Connected Actions. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/.
15. FAA received Studio City for Quiet Skies’ scoping comments during the scoping process but the comments were inadvertently left out of the scoping

⁵⁹ U.S. EPA, *General Conformity Training Module 1.2: Who and How*; <https://www.epa.gov/general-conformity/general-conformity-training-module-12-who-and-how>

⁶⁰ https://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap1.pdf

⁶¹ South Coast Air Quality Management District. (2016, August). *Draft Aircraft Emission Inventory For South Coast Air Quality Management District, Technical Assistance Related to Emission Inventories, Goods Movement and Off-Road Sources Updated Aircraft Emissions Inventory*.

report for the Draft EIS publication. FAA became aware that the scoping comments were inadvertently left out of the scoping report for the Draft EIS on August 26, 2020. The FAA reviewed the comments and determined that the majority were similar or identical to other comments that received from others during the scoping process; however, the Studio for City Quiet Skies' scoping comments and responses to those scoping comments were posted on the project website as a separate document and made available for public review on September 2, 2020. In addition, FAA extended the comment period by 22 days to allow additional time for public review. Also see Topical Response C: Extend Comment Period.

16. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building that the Authority requested that FAA review and approve. Other safety enhancement projects at the Airport are outside the scope of this EIS. Also see Topical Response G: Safety.
17. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building and does not affect either runway at the Airport. The comment requesting other projects to be included as part of the Proposed Project is outside the scope of the EIS.

For a discussion of the FAA Airport Design Standards, see Topical Response G: Safety.

18. **Section 1.2** of the EIS states that the purpose of the Proposed Project is to provide a passenger terminal building that meets current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The Authority prepared an updated ALP that includes the proposed replacement passenger terminal building (Proposed Project) and is seeking FAA approval of portions of the updated ALP. As a result, the FAA prepared this EIS in accordance the Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508 [1978]). As clarified in **Section 1.2.3** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Also, proposed amendments to flight procedures at the Airport would not be connected actions to the Proposed Project (see Topical Responses E: Flight Procedures and N: Connected Actions). Therefore, the comment requesting changes to

aircraft arrival procedures is outside the scope of the EIS.

With regard to the alleged “secret arrival procedures,” FAA presumes the comment is referring to private-use flight procedures developed by non-FAA service providers. These procedures are not published for public use and are for the specific users authorized by the FAA. **Section 3.16** of the EIS has been revised to include two additional projects in the cumulative impacts discussion, one of which amends private-use flight procedures.

19. Comment noted. While the airport is considered safe with the implementation of operational conditions, the location of the existing passenger terminal building in relation to the runways/taxiways does not meet current FAA Airport Design Standards. This EIS assesses the impacts associated with the proposed replacement passenger terminal building, which was proposed to address the safety issues related to the passenger terminal building and its proximity to Runway 15-33 and taxiways. For a discussion of “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
20. The Replacement Passenger Terminal Project proposed by the Authority did not include the Taxiway G alignment as part of the Proposed Project. The FAA determined that the Taxiway G project was not ripe for decision. A change to Taxiway G, which meets FAA Airport Design Standards for Airplane Design Group (ADG) II, was not included in the project proposed by the Authority. Because no commercial aircraft operate on the west side of Runway 15-33, a change in Taxiway G to ADG III standards is not required. Additionally, Taxiway G has independent utility from the Proposed Project and therefore, is an independent project and is not considered a connected action. When the project is sufficiently planned and scheduled for possible implementation, it would be analyzed under a separate NEPA process.
21. As stated in **Section 1.4** of the EIS, the Proposed Project includes the extension of Taxiways A and C to provide full-length parallel taxiways. However, as stated in the **Section 4.11.4** of the EIS, the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. The Proposed Project does not affect the number of aircraft operations or destinations served by airlines. Therefore, the Proposed Project does not affect departure routes. Any evaluation of northern

departure procedures is outside the scope of this EIS.

22. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/.
23. Comment noted. See Topical Response G: Safety.
24. See Topical Response F: Aircraft Operations and Enplanements.
25. This comment refers to a pavement rehabilitation project, which FAA understands to be a reference to the Delta Ramp Rehabilitation and Expansion project. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed Categorical Exclusion (CATEX) for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* See also Topical Response M: Cumulative Impacts.
26. This comment does not pertain to the Proposed Project. However, the FAA is responding to the comment to provide information requested in the comment.

FAA Order 1050.1F, Section 5-6.4(e) states that aircraft parking areas may be categorically excluded:

"Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a

significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- *Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or*
- *Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.*

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities."

The aircraft parking apron area may be categorically excluded so long as it does not result in "significant erosion or sedimentation and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality." The CATEX specifically allows for widening or extending of aprons and even construction of aprons. FAA Order 1050.1F does not state that aircraft parking apron areas may only be categorically excluded if the area is already paved.

27. This comment does not pertain to the Proposed Project. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."*

With regard to the proposed replacement terminal project, **Chapter 4** of the

EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

28. The term “New Community” was not defined in the comment. However, it is assumed that “New Community” references the residents in southern San Fernando Valley communities (e.g., Encino, Sherman Oaks, Studio City, Bel-Air, and Benedict Canyon) who have expressed concern about the change in flight procedures for aircraft departing the Airport. These areas are not within the General Study Area. Thus, analysis of impacts of the Proposed Project on these areas is beyond the scope of the EIS. The issue of aircraft overflights in the “New Community” is not related to the proposed replacement passenger terminal building. Also see Topical Responses A: Expand Study Area, and E: Flight Procedures.
29. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
30. See Topical Response J: Hazards.
31. Evaluation of socioeconomic impacts outside the General Study Area related to aircraft overflight noise is beyond the scope of this EIS. Also see Topical Response L: Socioeconomics.
32. Notice of proposed flight procedure changes for BUR and Van Nuys Airports is outside the scope of this EIS. The FAA ATO is preparing an EA to address proposed amendments to the Airport’s existing aircraft departure routes. This is an independent project to the Proposed Project and not considered a connected action. Also see Topical Response N: Connected Actions. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur/.

33. The various projects identified for evaluation for cumulative impacts are described in **Section 3.16** and **Section 4.15** of the EIS. Also see Topical Responses E: Flight Procedures, F: Aircraft Operations and Enplanements, A: Expand Study Area, and M: Cumulative Impacts.
34. See Topical Response M: Cumulative Impacts. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur/.

The Environmental Impact Report (EIR) is a California Environmental Quality Act (CEQA) process, while this EIS is a NEPA process. CEQA is a state process where the Authority is the lead agency, while NEPA is a federal process where the FAA is the lead agency. These two processes are independent of each other. Therefore, comments on the EIR are outside the scope of the EIS.

35. Evaluation of future aircraft operations at LAX and how they may interact with aircraft operations at or near BUR is beyond the scope of this EIS. LAX is about 18 miles southwest of BUR and well outside the General Study Area defined for the EIS. Also see Topical Response M: Cumulative Impacts.
36. FAA presumes the comment is referring to private-use flight procedures developed by non-FAA service providers. These procedures are not published for public use and are for the specific users authorized by the FAA. **Section 3.16** of the EIS has been revised to include two additional projects in the cumulative impacts discussion, one of which amends private-use flight procedures.
37. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below*

the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking." The FAA-signed CATEx for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* See also Topical Response M: Cumulative Impacts. The inclusion of the Delta Ramp expansion project does not change the cumulative impact analysis in the EIS. Also see Topical Response M: Cumulative Impacts.

38. The Avion Business Park project is included in **Table 3.16-1** of the EIS. The comment that this project will affect the "New Community" implies that there would be aircraft operations related to the Amazon delivery station. The proposed replacement passenger terminal building does not include any increase in cargo aircraft operations. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport. No change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. Thus, the Proposed Project would not change the number of aircraft operations into or out of the Airport and will not change the fleet mix of aircraft using the Airport. Also see Topical Response M: Cumulative Impacts.
39. Comment noted. See Topical Response E: Flight Procedures. Additionally, the FAA ATO is preparing an EA to address proposed amendments to the Airport's existing aircraft departure routes. This is an independent project to the Proposed Project and not considered a connected action. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur/.
40. **Section 1.3** of the EIS states that the proposed replacement passenger terminal building would provide space and facilities to better meet the current passenger demand at the Airport and the future projected increases in passengers, thus, accommodating increases in passengers that are forecasted to occur. The proposed replacement passenger terminal building is not intended to promote growth in the number of passengers at the Airport. NEPA and CEQA are federal and state law, respectively, and have independent reviews. There is no statutory or regulatory obligation on the FAA to reconcile differences between the CEQA and NEPA documents.

41. The Proposed Project includes a replacement passenger terminal building with 14-aircraft passenger gates, which is the same number of gates as the existing passenger terminal building. The proposed aircraft parking apron will be large enough to ensure compliance with current FAA Airport Design Standards. The proposed replacement passenger terminal building would increase by 123,000 square feet compared to the existing terminal. **Section 1.3** of the EIS, states additional square footage would provide for additional space and facilities. The comment is correct in stating that the proposed replacement passenger terminal building provides more space for circulation, baggage handling, and passenger handling. Every aircraft that would be accommodated on the aircraft parking apron associated with the replacement passenger terminal building can currently operate at the Airport. For example, the family of Boeing 737 MAX aircraft are in Airplane Design Group (ADG) III, which is within the current fleet mix operating at the Airport and can be accommodated at the existing passenger terminal building. Further, this increase in square footage for the proposed replacement passenger terminal building is the same increase in square footage that was analyzed in the CEQA EIR. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the terminal. Also see Topical Response F: Aircraft Operations and Enplanements.
42. Comment noted. The EIR is a CEQA process where the Authority is the lead agency. FAA has no role in the CEQA process. These two processes are independent of each other. Therefore, the topic of recirculation of the EIR is outside the scope of the EIS. For a discussion on the size of aircraft that operate at BUR, see Topical Response F: Aircraft Operations and Enplanements.
43. Comment noted. See Topical Response G: Safety.
44. Comment noted. See Topical Response E: Flight Procedures.
45. Comment noted. As stated in **Section 1.2** of the EIS, the operational capacity of the Airport and the fleet mix at the Airport is determined by its movement areas including its two runways, their length and strength, and their intersecting orientation, not by the non-movement areas or the size of the terminal. Also see Topical Response F: Aircraft Operations and Enplanements. The EIR is a CEQA process, while this EIS is a NEPA process.

CEQA is a state process where the Authority is the lead agency, while NEPA is a federal process where the FAA is the lead agency. These two processes are independent of each other. Therefore, comments on the EIR are outside the scope of the EIS.

46. Comment noted. See Topical Response F: Aircraft Operations and Enplanements. Also see Response 25 to this comment submission.
47. Comment noted. See Topical Response F: Aircraft Operations and Enplanements. The comment contends that the “FAA’s projections for Passenger Enplanements fail to consider record numbers recorded in 2019...”. As noted in **Section 1.2.3** of the EIS, preparation of the EIS began in December 2018 so the forecasts used in the EIS are based on those that existed at that time. Also, the EIR is a CEQA process where the Authority is the lead agency. FAA has no role in the CEQA process. These two processes are independent of each other. Therefore, the topic of recirculation of the EIR is outside the scope of the EIS.
48. The FAA Terminal Area Forecast (TAF) is the official FAA forecast of aviation activity for U.S. airports. While the TAF is intended primarily to meet the budget and planning needs of FAA, it also provides information for use by state and local authorities, the aviation industry, and the public. The FAA also requires forecasts used in airport planning and environmental studies to conform to the TAF. The TAF contains active airports in the National Plan of Integrated Airport Systems including FAA towered airports, Federal contract towered airports, nonfederal towered airports, and non-towered airports. See **Section 1.2** of the EIS for the 2018 TAF information, published January 2019, that was used as the basis for the analysis in the EIS. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The replacement passenger terminal building is proposed by the Authority to have the same number of aircraft gates as the existing 1930s vintage passenger terminal building.
49. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
50. Comment noted. Analysis of aircraft overflight noise over the “New Community” is beyond the scope of this EIS. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure

amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur/.

51. Comment noted. See Topical Responses N: Connected Actions, G: Safety, F: Aircraft Operations and Enplanements, and E: Flight Procedures.
52. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Also see Topical Response D: Other Alternatives.
53. See Topical Response D: Other Alternatives. Also see Response 45 to this comment submission.
54. Runway rotational use is not an alternative that would meet the purpose and need for the EIS (see **Section 2.4.5** of the EIS). See also Topical Response D: Other Alternatives.
55. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur/.
56. Comment noted. See Topical Response G: Safety.
57. Comment noted. While the airport is considered safe with the implementation of operational conditions, the current location of the terminal in relation to the runways/taxiways does not meet current FAA Airport Design Standards. This EIS assesses the impacts associated with the proposed replacement passenger terminal building, which was proposed to address the safety issues related to the passenger terminal building and its proximity to Runway 15-33 and taxiways. Projects to address the other non-standard conditions can be reviewed by FAA in the future when the Authority proposes eligible projects to the FAA. Those projects would then be subject to environmental review under NEPA once they are ripe for decision. See also Topical Response G: Safety.

- 58. See Topical Responses D: Other Alternatives and G: Safety.
- 59. See Response 42 to this comment submission.
- 60. Comment noted.

Commenter O-5

Michael Alti

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Please Respond To: *Oceanside Office*

October 27, 2020



Federal Aviation Administration
c/o Ms. Edvige B. Mbakoup
Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Re: **Burbank Airport Commerce Center Owners Association**
Comments on Draft EIS for the proposed Replacement Passenger Terminal Project at
Bob Hope "Hollywood Burbank" Airport ("Proposed Action")
File No. 4324

Dear Ms. Mbakoup:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "**Association**"). On behalf of the Association, we are hereby submitting written comments on the Draft Environmental Impact Statement ("**EIS**") for the above-described Proposed Action.

The primary purpose of this letter is twofold: (1) to remind the Federal Aviation Administration ("**FAA**") of agreements and obligations made by other governmental agencies related to this Proposed Action and (2) discuss some of the impacts of the Proposed Action on the Association, none of which impacts are clearly addressed in the EIS. The Association's location across the street from the Bob Hope Airport ("**Airport**") positions it to be uniquely impacted by the Proposed Action, particularly because of the long-term construction activities and the proposed secondary point of access to the Airport.

1

Description of the Association. The Association is a commercial common interest development comprising property located immediately north of the 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.

Proposed Secondary Point of Access. The EIS states, "A secondary point of access would connect the passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to North San Fernando Road from both Cohasset Street and Lockheed Drive" (Draft EIS, pp. 1-26, 1-27).

2

This statement is inconsistent with our prior discussions and agreements with representatives of the Burbank-Glendale-Pasadena Airport Authority (the "**Authority**"). We met with representatives of the Authority on July 18, 2016 to discuss the Proposed Action and its potential impacts on the Association. Those representatives included its then Executive Director Dan Feger, Director Mark Hardyment, Lucy Burgdorf, and attorney Terence Boga.

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At the meeting, the parties reached an understanding about various issues relating to the Proposed Action. With respect to the proposed secondary point of access, the Authority understood the Association's concerns about the potential impacts this secondary point of access would have on the Association. The Authority agreed that if the secondary point of access was pursued, then "the Authority will install signs directing airport traffic to San Fernando Road via Cohasset Street (where a traffic light will be installed) rather than Lockheed Drive." The purpose of this condition was clearly to direct drivers to Cohasset, in order to avoid impacts on the Association and minimize issues such as individuals attempting to park on Association property while accessing the Airport.

2

The statement in the Draft EIS about "providing access to North San Fernando Road from both Cohasset Street and Lockheed Drive" is therefore inconsistent with the Authority's prior agreement with the Association. The FAA must honor the Authority's prior agreement with the Association, and any secondary point of access for the Airport must direct traffic to Cohasset Street, and not Lockheed Drive.

3

Failure to Analyze or Discuss Proposed Secondary Point of Access. The proposed secondary point of access to the Airport will undoubtedly alter traffic patterns within the vicinity of the Airport. The EIS contains no clear or meaningful information or analysis about this secondary point of access, nor its impacts. The EIS makes no mention about if and how Cohasset Street would be extended (previously issued documents indicated a proposal to extend Cohasset Street, which is mentioned nowhere in the EIS, suggesting that extending Cohasset is no longer being considered). Likewise, the EIS contains no discussion of how the secondary point of access would impact neighboring properties including the Association. The EIS is unclear how this secondary point of access would be designed and developed, whether or not Cohasset Street would be widened or otherwise improved, or what other concrete improvements are proposed relating to the proposed secondary point of access. Because the Draft EIS does not contain a clear depiction of this proposed secondary point of access, it is questionable if and to what extent the FAA has analyzed its potential impacts. Therefore, it is impossible to fully gauge or evaluate the impacts of this aspect of the Proposed Action.

4

In summary, the FAA must (1) abide by the Authority's prior commitment to install signage directing traffic to Cohasset Street (rather than Lockheed) and (2) provide clear information about the proposed secondary point of access to the Airport in order to fully and properly evaluate its impacts.

Further, as discussed in our letter to the FAA dated February 26, 2019 commenting on the Notice of Intention to Prepare an EIS for this Proposed Action, the EIS must address and evaluate the following issues and impacts:

5

- (1) Evaluate parking and traffic impacts on the Association from the construction and operation of the secondary access point, 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) Clear 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, and

6

- (3) Whether Airport construction workers will be prohibited from parking on Cohasset Street, Lockheed Drive, and the Association's private parking areas.

7

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City Condition on Construction Management Plan. In our letter to the FAA dated February 26, 2019, we reminded the FAA of the approval of the project by the City Council of Burbank back on July 26, 2016. The City Council understood that the project (the Proposed Action) had the potential to uniquely impact the Association and, accordingly, 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." Since the EIS makes no mention of the City's condition of approval, we hereby remind the FAA that it must comply with this condition.

8

Conclusion. In summary, the FAA must abide by agreements and obligations made by other governmental agencies, including the Authority and the City of Burbank. Further, the EIS must thoroughly and clearly evaluate and mitigate the impacts of the Proposed Action on the Association and its member businesses, including those arising from the secondary point of access.

9

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 J. Alt, Esq.

RESPONSE TO COMMENTER O-5

1. Comment noted.
2. The FAA is not a party to an agreement between the Authority and the business association. **Section 1.4** of the EIS includes descriptions of the various components of the Proposed Project including the road segment stated in the comment. However, as discussed in **Section 4.12.1.4** of the EIS, the FAA evaluated surface traffic impacts and found no significant impacts of the Proposed Project compared to the No Action Alternative.
3. The FAA is not a party to an agreement between the Authority and the business association. The EIS includes what the Authority has requested FAA to review as part of the Proposed Project. As stated in the description of Project Component 5 in **Section 1.4** of the EIS, a secondary point of access would connect the passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to North San Fernando Road from both Cohasset Street and Lockheed Drive. Thus, to ensure emergency access to the Airport, egress to and access from North San Fernando Road would be from both Cohasset Street and Lockheed Drive. The Authority would direct traffic to Cohasset Street but access via Lockheed Drive would be available.
4. **Appendix K** of the EIS provides an analysis of the San Fernando Boulevard / Cohasset Street intersection. As shown in **Table K-18** in **Appendix K**, the level of service (LOS) at the San Fernando Boulevard / Cohasset Street intersection during the morning peak hour would change from LOS A to LOS B with an increase in delay by 4.1 seconds. During the evening peak hour, the LOS would remain at LOS C and the delay would be reduced by 1.8 seconds. Therefore, this intersection was analyzed, and the conclusion is that this intersection would operate at an acceptable level of service. No additional analysis is warranted. See also Response 3 to this comment submission for discussion about a secondary access point.
5. **Appendix K** of the EIS provides an analysis of the operation of the secondary access point to the Airport. No change in parking along the streets associated with the secondary access point to the Airport was assumed for the surface traffic analysis. As shown in **Table K-18** in **Appendix K**, all of the intersections associated with this secondary access point would operate at an acceptable level of service. Because this analysis has been provided, no additional analysis is warranted.

6. **Appendix K** of the EIS provides an analysis of the San Fernando Boulevard / Cohasset Street, the Lockheed Drive / Cohasset Street, and the San Fernando Boulevard / Lockheed Drive intersections. As shown in **Table K-18** in **Appendix K**, none of these intersections would operate at an unacceptable level of service as a result of the Proposed Project. The LOS at the San Fernando Boulevard / Cohasset Street intersection would change from LOS A to LOS B during the morning peak hour and would remain at LOS C during the evening peak hour. The LOS at the Lockheed Drive / Cohasset Street intersection would change from LOS A to LOS B for both the morning and evening peak hours. The LOS at the San Fernando Boulevard / Lockheed Drive intersection would remain at LOS D during the morning peak hour and remain at LOS C during the evening peak hour. Because this analysis has been provided, no additional analysis is warranted.
7. As mentioned in **Section 4.12.1.4** and shown in **Exhibit 3.9-1** of the EIS, all construction staging areas, including construction worker parking areas, would occur on Airport property.
8. As mentioned in **Section 4.12.1.4** and shown in **Exhibit 3.9-1** of the EIS, all construction staging areas, including construction worker parking areas, would occur on Airport property, which was included in the analysis of the Detailed Study Area. As described in **Section 4.12.1.4** of the EIS, the Authority would prepare a construction traffic management plan that would contain the details and regulatory requirements regarding construction traffic, including truck haul routes. The construction traffic management plan would also establish communication protocols with local jurisdictions.
9. The FAA is not a party to any agreements between the Authority and the City of Burbank and the FAA has no authority over local traffic and parking issues. In **Section 4.12.1.4** of the EIS, the FAA evaluated surface traffic impacts and found that compared to the No Action Alternative the Proposed Project would not disrupt local traffic patterns and would not substantially reduce the levels of service of roads serving the Airport and its surrounding communities. This analysis included the secondary point of access to the replacement passenger terminal building.

Commenter O-6**Shelagh Kulchin (typed as Shela Ghaulchin in the transcript)****Santa Clarita for Quiet Skies**

During yesterday's workshop, it was made clear that the Burbank Airport terminal extension project is being overseen by the FAA's airport division, while any issues regarding NexGen flight path changes are being handled by the air traffic organization.

1

Irrespective of how the FAA designs its organizational flow chart or delegates its projects, the fact remains the communities are suffering. And they are demanding that the FAA address the noise pollution resulting from flight path changes.

In addition, Burbank Airport representatives distance themselves from issues regarding flight path changes by reiterating that the expansion of the physical airport will not directly increase flights.

2

The increase in flights has already happened by way of NexGen, and now the airport needs to expand to accommodate them.

3

The umbrella organizations of the FAA and the Burbank Airport need to address the flight path concerns of the communities, irregardless of specific departments or projects.

4

Finally, I would like to request at this time that the EIS include the increased noise and pollution over Santa Clarita. I don't believe that our area was included in the NexGen project -- the EIS for the NexGen project.

5

And at the time that the Burbank Task Force was formed, our area had not yet been impacted. It's just been maybe 11 or 12 months ago that the flight path changed over our area. And we are now inundated with jet noise and flights constantly over our homes in our yards.

6

RESPONSE TO COMMENTER O-6

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Response F: Aircraft Operations and Enplanements.
3. The comment stating that the Airport needs to “expand” to accommodate more flights is not correct. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2.3** of the EIS, the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Also see Topical Response F: Aircraft Operations and Enplanements.
4. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
5. See Topical Response A: Expand Study Area. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
6. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Response K: Noise.

Commenter O-7

Carol Green

Advocates for Viable Airport Solutions

I live directly under the southern take off path. We are taking 96% of the brunt of take off noise which is truly unfair. No expansion of Bob Hope Airport should happen until take off noise and undersized runway issues are addressed for safety.

1

RESPONSE TO COMMENTER O-7

1. Comment noted. See Topical Responses G: Safety, E: Flight Procedures, F: Aircraft Operations and Enplanements, and K: Noise.

Commenter O-8

Laura Ioanou

Burbank for Quiet Skies

I was part of the Burbank voting residences, and I voted no on the expansion of the terminal because we were misled and misinformed, and they kept telling us that the terminal was unsafe. You have to replace the terminal. It's so unsafe.

1

Well, it's two years, three years now, and you're still operating, and they were operating at a high level last year. And if it was so unsafe, why were -- was it still in operation?

So I don't feel it's fair that the San Fernando Valley did not get a voice in voting on the replacement terminal because, as we can see, with the implementation of NextGen since March 2016, that the noise has increased. And it's affecting not only Burbank, but the entire valley. And it's with noise, low and loud departures. Also the voluntary curfew is not being upheld. And we have a flight -- an American Airlines flight that always constantly leaves before 7:00 a.m.

2

And we brought this up to the airport authority. And it's like, we don't have any control. It's up to the air traffic controllers and the pilots.

3

We kept getting misinformation. There's -- they're always pointing fingers at other people and not taking responsibility. And the FAA -- I don't know. You keep coming with misleading information all the time.

4

So I hope that you will give an extended period of time. And I also hope that you will reconsider the replacement terminal. And let's put a vote to the entire valley.

5

RESPONSE TO COMMENTER O-8

1. Comment noted. While the airport is considered safe with the implementation of operational conditions, the current location of the terminal in relation to the runways/taxiways does not meet current FAA Airport Design Standards. This EIS assesses the potential impacts associated with the proposed replacement passenger terminal building, which was proposed to address the safety issues related to the passenger terminal building and its proximity to Runway 15-33 and taxiways.

2. Comment noted. The Burbank-Glendale-Pasadena Airport Authority is a separate government agency created under a Joint Powers Agreement⁶² between the three cities of Burbank, Glendale, and Pasadena in 1977 for the sole purpose of owning and operating Hollywood Burbank Airport. The Authority consists of nine Commissioners, three from each city.

FAA cannot enforce a “voluntary” curfew unless the Airport and its operators agreed to such access restrictions and the Airport has completed the notice, review, and approval process pursuant to 14 CFR § 161.

3. Comment noted. See Response 2 to this comment submission.
4. Comment noted. The information and analysis contained in the EIS is accurate and complete to our knowledge.
5. See Topical Response C: Extend Comment Period.

⁶² City of Burbank. (1991, September 15). *Amended and Restated Joint Exercise of Powers Agreement Among the Cities of Burbank, Glendale and Pasadena Creating an Agency to be Known as the Burbank-Glendale-Pasadena Airport Authority*. Retrieved April 2021 from City of Burbank: <https://www.burbankca.gov/home/showdocument?id=34871>.

Commenter O-9

Lynne Plambeck

Santa Clarita Organization for Planning and the Environment

We continue to request 120 days to review this document. We understand that you extended it 22 days, but don't feel that that is sufficient time to provide adequate comments and documentation to back up our comments.

1

We too are concerned about the – this actually ending up being an expansion. After reading the notice of preparation, it seemed that you were adding quite a large number of parking areas and not just replacement according to the Federal Register, notice of intent, if we read it correctly. So it seems like you will be increasing passengers, if nothing else.

2

And we were not included in any of the noise studies. And, yet, the path changes over the Santa Clarita Valley have been substantial. We would like that addressed as well in this EIS process.

3

And we understand that you feel you don't need to do that. But the whole reason that there's an increase is because of what happened two years ago that was not addressed in an EIS -- properly in an EIS document.

4

And now you are going to build new terminals that will accommodate extra number of passengers from the NextGen increase in traffic.

5

And it is just as bad as all the other people have said. I live in a canyon in Santa Clarita also. There's a loud howling noise constantly when the jets pass overhead. That needs to be addressed before a terminal is increased and parking is increased.

6

And I would just like to say again that we request that you extend the comment period to 120 days, as was previously requested by many people.

7

RESPONSE TO COMMENTER O-9

1. See Topical Response C: Extend Comment Period.

2. **Section 1.4** of the EIS states that the proposed total number of public parking spaces at the Airport would not change from the current number of parking spaces. That total is 6,637 public parking spaces. Also see Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response A: Expand Study Area.
4. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. Comment noted. Also see Topical Response E: Flight Procedures.
7. See Topical Response C: Extend Comment Period.

Commenter O-10
Kimberly Turner
Studio City for Quiet Skies

First, just because FAA repeats over and over that the terminal is not tied to the flight path does not make it true.

1

Our elected officials must take action. Like Speaker 2, my comments focus on safety of the entire airport and airfield, not just the safety of the terminal.

2

According to Mr. Wong's comment yesterday, quote, "This project will resolve the safety issues at the airport related to the terminal," end quote.

That is not good enough. Burbank voters voted for a safer airport, not merely a safer terminal.

Along with runway fixes, realignment of Taxiway G must be included as part of the replacement terminal project. Taxiway G is currently too close to Runway 1533 to allow jets to use it safely.

3

The project originally included fixing Taxiway G, and it was approved by Burbank voters. After Measure B approval, however, the airport eliminated this component. Consequently, there will be no safe way for aircraft leaving the terminal to access Runway 33 to depart north until more than two years after the old terminal is closed when Taxiway A can be expanded.

More jets and larger jets. In 2012, FAA prepared a report in response to the FAA Modernization and Reform Act regarding implementation of runway safety areas at all airports stating, quote, "Several aviation studies suggest that minor increases in traffic or vehicular volume can cause an exponential increase in runway safety risk," end quote.

4

The FAA's own words would dictate caution in allowing continued increases in jet size and traffic. But, in 2018, without safety analysis or approval from FAA, the airport reconfigured the terminal to accommodate 737-800 aircraft included the now-ground 737 Max 8 and even created 737 Max 10 positions at the existing terminal.

This puts larger jet aircraft inside the runway safety area while runways are open for landings and takeoffs.

Furthermore, on September 21, 2020, the airport approved development of 203,000 feet of addition ramp space on an undeveloped, unpaved parcel outside the airport operations area for overnight parking of large jets in order to line them up for more efficient 7:00 a.m. departures.

5

The authority claims this new expansion is a, quote, "rehabilitation." But you can't rehab an unimproved field.

Development of this airport component amounts to piecemealing of the replacement terminal project. This expansion should have been included in the EIR and DEIS, and its environmental impacts must be studied and disclosed.

In conclusion, merely moving and replacing the terminal building does not fix all the serious runway violations that now occur hourly.

6

No one can feel safe using Burbank Airport. And your new terminal will not fix that. FAA must put this terminal project on hold until all airfield issues are corrected.

RESPONSE TO COMMENTER O-10

1. Comment noted. As stated in **Section 4.11.4** of the EIS and added to **Section 1.2** of the EIS, the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. The replacement passenger terminal building project is independent of FAA ATO's proposed flight procedure changes. Changing the flight procedures will not affect in any way the location of the existing passenger terminal building on the airfield and the distances between the building and Runways 15-33 and 8-26. Further, delay in federal review of the proposed replacement passenger terminal building would not affect the location of flight procedures because the runways at the Airport are not being extended, relocated, or otherwise changed. Also see Topical Response N: Connected Actions.
2. The purpose and need for the project, as stated in **Section 1.3** of the EIS, is to meet FAA Airport Design Standards and building requirements, as well as improve utilization and operational efficiency of the passenger terminal building. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in November 2016.

Also see Topical Responses D: Other Alternatives and G: Safety.

3. As stated in **Chapter 1** of the EIS, the Authority has proposed a replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). A change to Taxiway G, which meets FAA Airport Design Standards for Airplane Design Group (ADG) II, was not included in the project proposed by the Authority. Because no commercial aircraft operate on the west side of Runway 15-33, a change in Taxiway G to ADG III standards is not required.
4. With respect to the quote provided in the comment, the title of the report from which this quote was taken was not provided. Therefore, the FAA cannot respond to a quote without understanding the context in which the quote was provided. With respect to the comment on the Boeing 737-800 series aircraft, all Boeing 737 aircraft are considered to be part of ADG III.⁶³ The existing Airport runways, taxiways, and commercial aircraft apron all meet FAA Airport Design Standards for ADG III. Therefore, the Proposed Project does not result in increasing the size of aircraft that are able to operate at the Airport. Also see Topical Response F: Aircraft Operations and Enplanements.
5. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport airfield capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed*

⁶³ FAA. (2014, February 26). Federal Aviation Administration Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*, Table 1-2.

during construction, or as a result of, this resurfacing and expansion project.” Also see Topical Response M: Cumulative Impacts.

6. Comment noted. While the airport is considered safe with the implementation of operational conditions, the location of the existing passenger terminal building in relation to the runways/taxiways does not meet current FAA Airport Design Standards. The purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, this EIS assesses the impacts associated with the proposed replacement passenger terminal building, which was proposed to address the safety issues related to the passenger terminal building and its proximity to Runway 15-33 and taxiways. Also see Topical Response G: Safety.

Commenter P-1
Heidi Abra

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-1

1. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-2
Amy Acker

There have been some many deceptive and unfair decisions made surrounding changing the light pattern at the Burbank airport. Environmental and well as mental health issues have not been considered correctly.

1

This proposed flight path change has already had a huge impact on the health and well being of so many, including my family of four. We have lived in our home in the hills for 10 years and bot into this neighborhood because it offered an escape from the noise of the city. This flight path change has disrupted that and was changed illegally and immorally.

2

Please consider the impact that you are having on communities especially in the hills where these plane now sometimes fly as close as 500 feet from our roof. It is scary and dangerous and I am asking that you go back to the historic flight path Burbank airport used before this change.

3

RESPONSE TO COMMENTER P-2

1. Comment noted.
2. Comment noted.
3. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-3
Karen Ahearn

This project should be put on hold until Burbank Airport and the FAA fix the illegal, unsafe flight paths that are assaulting communities more than 10 miles from the airport.

1

The FAA showed bad faith in publishing the wrong dates and phone number for the workshop on this terminal.

2

RESPONSE TO COMMENTER P-3

1. Comment noted. See Topical Responses C: Extend Comment Period and E: Flight Procedures.
2. Comment noted. Also see Topical Response B: NEPA Comment Process.

Commenter P-4
Frederick Allen

The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

1

RESPONSE TO COMMENTER P-4

1. See Topical Response I: Department of Transportation Section 4(f).

Commenter P-5
Michelle Allen

With safety being a concern, how could BUR airport, in good conscience add more flights and jeopardize the lives and health of the thousands of people living under the new illegal flightpaths that NextGen has created.

1

Until you fix these low flying jet superhighway with flights only 2,000 feet over the Santa Monica tinderbox of a mountain range; until you do your due diligence and conduct an environmental assessment to actually see that these new flightpaths are destroying people's lives and killing wildlife and dropping cancer while flying under 3,000 feet for six miles out of the original flight path; until you take the recommendations of a the Task Force that the FAA rejected .. this community will fight you.

2

How can you add more flights when people are flying 80% less than pre-Covid.

3

Use your money and save us. REVERT! SPREAD OUT! FAN OUT! YOU ARE KILLING US!!

4

RESPONSE TO COMMENTER P-5

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. Also see Topical Response E: Flight Procedures.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Additionally, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the terminal (see **Section 1.2** of the EIS).
4. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-6
John Altschuler

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

- A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

- The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-6

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-7
Konstantine Anthony

The EIS must include alternative construction and design to account for two major transit projects projected for the near future

1) The California High-Speed Rail project, which is slated to be installed just north of the airport.

1

2) An extension of the underground Metro Red Line, which has been proposed to add a stop at Hollywood-Burbank Airport.

2

RESPONSE TO COMMENTER P-7

1. The footnote to **Table 3.16-1** in the EIS has been revised to state that 2029 represents the year that Phase I of the California High Speed Rail (CHSR) operation will begin, and that construction will be determined following the completion of the environmental review process, receipt of funding, and final decisions by the California High Speed Rail Authority (CHSRA) Board.
2. According to the Metro website (see <https://www.metro.net/interactives/datatables/project/>), no extension of the underground Metro Red Line is currently being proposed. As such, the EIS does not include this as a cumulative project in the General Study Area.

Commenter P-8
Lydia Antonini

You know, I -- as I live in Studio City under one of the new way points. And it has been a fairly dramatic increase -- well, decrease in quality of life and increase in sound, as I'm sure you're aware because we've all been bringing this to everybody's attention.

1

And I'm really struggling with this process because I've been participating, doing my civic duty, and it always seems that we're having conversations in which we're trying to negotiate community value versus the commercial value of aviation.

2

And I -- I don't know -- and I'd love to hear some suggestions from you guys, since you're the panel, how do we re-balance this conversation so that we can have it in fundamentally a more respectful manner?

So then my comment would be this is exactly part of the problem is that we're not able to have a dialogue. And I find it incredibly depressing as a member of this community, as someone who cares about living in L.A., who cares about the quality of life in L.A., and the quality of life of everybody who's on this call and everybody participating in this process, that it's about writing letters and comments and calling your Congress people. But we can never have an honest conversation.

3

So for the stenographer, that would be my comment. We need to reframe this so that it is just not about the benefit of the commercial air travel. We're really struggling for this to be a respectful and honorable process in which people actually talk to each other.

Thank you so much for scheduling all these meetings. I really hope in the future we can have one where we have a real dialogue.

RESPONSE TO COMMENTER P-8

1. Comment noted.
2. Comment noted.

3. Comment noted. The virtual public workshops that occurred during the public comment period provided members of the public an opportunity to ask questions of the FAA regarding the Proposed Project and the contents of the Draft EIS.

Commenter P-9
Lydia Antonini

It is nakedly probusiness and anti-community to continue to ignore the dramatic impact that these new flight paths and the suggestion of an expanded Burbank terminal has had on the city of LA. We are in an unprecedented time when the global effects of increased air travel has devastated the environment and the notion of unregulated travel has wreaked havoc on controlling a devastating pandemic.

1

The local effects of the choices for the Burbank airport of profoundly increased noise pollution, environmental pollution and a complete disregard for a collaborative dialogue around mitigation have resulted in the need for community lawsuits and political action.

2

I implore you to reconsider this path of ignoring the needs of citizens in favor of the profits of an industry who is refusing to consider the impact of their choices on the world.

3

RESPONSE TO COMMENTER P-9

1. Comment noted.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/.
3. Comment noted.

Commenter P-10
Christina Antoun

Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith.

1

Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

2

RESPONSE TO COMMENTER P-10

1. Comment noted.
2. See Topical Response E: Flight Procedures.

Commenter P-11**Matthew Antoun**

The FAA Next Gen flights over Sherman Oaks from Burbank airport are insane, illogical and a complete assault on our lives. The FAA should be ashamed of themselves for disregarding the lives of families and children living in these new, unforeseen and unnecessary loud and dangerous conditions. The sound of planes flying low, in acceleration, making north and southbound turns MILES away from Burbank airport is an egregious and vile assault on our way of life. It is completely illogical to fly so far away from the airport, so low, to make a turn. Your planes are not more important than the thousands of lives below them - what a disgrace of a government organization you are.

1

This needs to end now, and end swiftly.

2

RESPONSE TO COMMENTER P-11

1. Comment noted. Also see Topical Response E: Flight Procedures.
2. Comment noted.

Commenter P-12**Andrew Apfelberg**

I am strongly opposed to the proposed expansion of the Burbank airport.

1

I grew up in the Valley. I now am raising my own kids here. We bought our house in Sherman Oaks (South of Ventura between Woodman and Coldwater) twenty years ago. It used to be a quiet, family oriented area. Since that time, the increased use of Burbank airport (generally and also because of LAX becoming so difficult to get to and navigate) has changed everything. I now have a constant string of planes flying over my house (often quite low to the ground). This creates significant noise and leaves behind remnants of fuel and exhaust all over our yard. I work from home and many times this has disrupted calls making it more difficult to do my job. Due to COVID, my kids do school from remote and it has been so loud at times that they could not hear their teacher. My son cannot play outside at times due to his asthma when the fuel and exhaust remnants are really bad.

2

I am not one of those people that asks for the convenience of the airport yet tries to put all the burden "in someone else's back yard." I am willing to shoulder my fair share as a member of the community. However, I do not want to take on an increased portion due to this proposed expansion. When I was a kid, Burbank was a regional airport that supported the limited needs of the Valley inhabitants. That is what it should remain. This proposed expansion will turn it into a national airport that is likely to draw significant numbers from LAX. I do not believe that is what the city and local community needs and that it will come at great cost to our ability to navigate the roads nearby and to enjoy (and work/study) our homes in the area.

3

I am in favor of modernizing the existing footprint of Burbank but not any expansion.

4

RESPONSE TO COMMENTER P-12

1. Comment noted. See also Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, the Proposed Project would not change the noise impacts described in the comment.
3. Comment noted. See also Topical Response F: Aircraft Operations and Enplanements.
4. Comment noted.

Commenter P-13**Lee Arian**

The current new terminal plans are illegal and dangerous for the following reasons:

1

(1) FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA finally, after years of lying about it, admitted “shifted south” have changed back to historical patterns.

4

(2) Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

(3) Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

(4) Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

7

(5) Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

8

(6) Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community and must be considered in evaluating the New Terminal project.

9

(7) Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

10

(8) Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

11

(9) Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

12

RESPONSE TO COMMENTER P-13

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. See Topical Response A: Expand Study Area.
7. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
8. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
9. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization’s (ATO’s) amendments to departure routes from the Airport as part of the FAA’s Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
10. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

11. See Topical Response E: Flight Procedures.
12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal building with a maximum size of 355,000 square feet. As a result, the Authority prepared an updated ALP that includes the proposed replacement passenger terminal and is seeking FAA approval of portions of the updated ALP. Also see Topical Response D: Other Alternatives.

Commenter P-14**Jim Armogida**

The way the new flight plans were implemented is criminal. They destroy the peace of many communities.

1

Burbank airport should revert to historical flight paths before this Terminal Expansion Project moves forward.

2

I have lived in Sherman Oaks for 20 years and until the new flight plans went into place, had never filed a complaint. Not one. Over the last couple of years, I've filed thousands. In fact, I'd attach a record of them all, but it would exceed the limit of space you allow for comments. If you think reading pages and pages of complaints about airplanes flying low over our homes at all hours of the day and night are annoying, imagine how annoying it is to actually hear planes flying low over your home that often.

3

Do the right thing. Stop thinking of airline profits and start thinking of the people who you are supposed to serve -- the citizens who pay taxes that pay your salaries.

4

RESPONSE TO COMMENTER P-14

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur/.
2. See Topical Response E: Flight Procedures.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, the Proposed Project would not change the noise impacts described in the comment. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the noise analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

4. Comment noted.

Commenter P-15**Vibeke Arntzen**

Please return flight paths to what they were before - spread out over the valley so the impact of increased flight traffic was shared by all.

1

Please put on pause the expansion at Burbank Airport.

2

The expansion means that even more flights will take off from the airport as does the soon to be online Amazon Warehouse.

3

The flights are incredibly noisy and we cannot sit outdoors and have a conversation. It was blessedly quiet during lockdown. Flights are slowly returning and the noise is unbelievable. It is unjust that only a few neighborhoods are affected. Burbank Airport is in Burbank - why not put flights over them? Why not spread them out. This community does not exist so that airlines can be convenience. Stop all of it.

4

RESPONSE TO COMMENTER P-15

1. See Topical Response E: Flight Procedures.
2. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
3. The Amazon delivery station would be a warehouse operation and would not be an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. Also see Topical Response M: Cumulative Impacts.
4. Comment noted. Also see Topical Response E: Flight Procedures. The Proposed Project would not change the noise impacts described in the comment. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the noise analysis found that there would be no

significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-16
Adrian Ashkenazy

The environmental impact on communities south of the airport, and in particular those in the Mulholland corridor, have not been adequately studied or addressed. In particular, fire risk, environmental damage to the natural habitats, and noise have not been adequately studied or addressed.

1

RESPONSE TO COMMENTER P-16

1. For a discussion of the Study Areas included in the EIS, see Topical Response A: Expand Study Area.

For a discussion of fire risk, see Topical Response J: Hazards.

As stated in Section 4.4 of the EIS, the Proposed Project would result in no significant biological resource impacts.

The Proposed Project would not change the noise impacts described in the comment. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the noise analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. The noise analysis presented in the **Section 4.11** of the EIS was performed in accordance with FAA Orders.

Commenter P-17**Susan Ashley**

I did not buy a house in a flight path. My house is 10 miles from Burbank Airport. We had maybe a dozen planes a day over our home. Since the implementation of the illegal and capricious NextGen, we now have close to 200 planes a day flying dangerously low over our home in the Santa Monica mountains an extreme fire hazard zone from Burbank Airport. Pilots flying out of burbank have told us it's not a matter of if but when one of those planes will crash into the mountains. They're too low to have any time to mitigate a crash and it will be catastrophic in terms of lives lost and property damaged.

1

The pollution the jets are spewing over our properties causes cancer and you all know it and are complicit in endangering hundreds of thousands of lives. Lives of tax paying residents who again, did not buy in a flight path. We are unable to sleep from the constant 24/7 barrage of planes and helicopters. And sleep is of utmost importance to stay healthy especially during a pandemic!

2

Stop the insanity. Be a good neighbor. Burbank airport registered close to zero noise complaints before the implementation of NextGen, now the complaints are over a million.

3

DO NOT ALLOW THIS EXPANSION UNTIL BURBANK AIRPORT CAN BE A GOOD RESPONSIBLE NEIGHBOR AS STATED IN THE FAA'S OWN MISSION STATEMENT!

4

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

5

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

6

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

7

Taxi time will be cut in half, facilitating rapid-fire departures.

8

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

9

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

10

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

11

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

12

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

13

RESPONSE TO COMMENTER P-17

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
3. Comment noted.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the

comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.

7. See Topical Response F: Aircraft Operations and Enplanements.
8. See Topical Response F: Aircraft Operations and Enplanements.
9. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
10. See Topical Responses N: Connected Actions and E: Flight Procedures.
11. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
12. See Topical Response E: Flight Procedures.
13. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site

of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-18**Teresa Austin**

I have owned and lived in my home in Studio City for over 30 years. I work from my home and used to be able to enjoy sitting in my back yard conducting business on the phone. Over the last several years I can no longer do that because the flights are so constant that I cannot hear over the air plane noise.

1

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

3

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

6

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

7

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

8

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

9

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

10

RESPONSE TO COMMENTER P-18

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the

number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See also Topical Response C: Extend Comment Period.

3. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Responses N: Connected Actions and E: Flight Procedures.
8. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
9. See Topical Response E: Flight Procedures.
10. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The

environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-19
Robert Baer

The plane noise is terrible! It has gotten so much worse (pre-pandemic) - The planes should fly over Burbank not Studio City or turn left toward the mountains! At least scatter the departure routes so one area (especially not in Burbank) is not overly impacted.

1

DO NOT EXPAND the airport either. It's busy enough!

2

Plus MAKE THE CURFEW MANDATORY - PLANES FLY AT ALL HOURS OF THE NIGHT. JUST AWFUL.

3

RESPONSE TO COMMENTER P-19

1. See Topical Response E: Flight Procedures.
2. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Also see Topical Response F: Aircraft Operations and Enplanements.
3. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action

Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

Commenter P-20
Dawn Baillie

As a resident of studio city for over 20 years, my family and I are begging You to change the flight paths to at the very least share the incessant noise, from take-offs. Every flight, especially during peak times, flies directly overhead and gives us a shattering interruption. During peak times it is every 2 minutes. Studio City lies directly under BUR take off paths. Please share this burden, do not foist this only on us, it isn't right. We also pay taxes to live here and deserve consideration. Thank you.

1

RESPONSE TO COMMENTER P-20

1. See Topical Response E: Flight Procedures.

Commenter P-21
Stephanie Baio

This must not happen.

Our community is under siege and this must not happen.

I oppose this expansion strongly.

1

RESPONSE TO COMMENTER P-21

1. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-22**Steven Baio**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

- A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

- The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-22

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-23
Zene Baker

I do NOT support the new Passenger Terminal Project, and will NOT support the project until the departure jet paths are returned to their historical flight paths permanently and in perpetuity.

1

RESPONSE TO COMMENTER P-23

1. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-24
Zene Baker

The noise in our neighborhood is awful from the Burbank Airport flight path. Until you change the flight path back to the old flight paths and share the noise across the valley not centralized in one area. I will not be in support of an expansion of the Burbank airport.

1

RESPONSE TO COMMENTER P-24

1. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-25
Ratzel Bander

The situation is so bad now, since implementing of the new flight paths, illegally, after lying to the residents, that the thought of expanding operations under the current circumstances is diabolical. Already the neighborhood has been devastated, with no recourse, no consideration toward the residents. Your plans appear on the face to be a further, concerted attempt to ruin our neighborhoods. So far the authorities have proved untrustworthy, underhanded and to be acting outside their one rules. A further expansion of your destructive mission is unthinkable.

1

RESPONSE TO COMMENTER P-25

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-26**Peter Basinski**

The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

1

Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

2

The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

3

The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

4

RESPONSE TO COMMENTER P-26

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
2. See Topical Response A: Expand Study Area.
3. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states:

*Bob Hope “Hollywood Burbank” Airport
Proposed Replacement Terminal Project Final EIS*

M-252

“Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

4. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-27**Kyrie Bass**

Burbank airport flights are already out of control. The number of flights to and from Burbank has increased significantly in recent years making our neighborhood unlivable. There are already too many flights.

1

And flights are flying even lower and closer to our home than ever. At this point I would recommend that Burbank airport re-evaluate its current flights and intrusion on its neighbors, as Burbank airport has not been respectful of the people who live nearby. We have been supportive neighbors but no more. Clearly Burbank airport only cares about making money by increasing flights and does not care about the severe noise and pollution impact on its neighbors.

2

Do not expand operations. In fact, look at current operations and curtail them so that the SF valley is livable again.

3

RESPONSE TO COMMENTER P-27

1. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, the Proposed Project would not change the noise impacts described in the comment.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
3. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-28
Linda Bayor

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

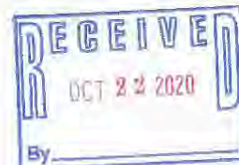
I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely

Name Linda Bayor
Address 25048 Wilshire Avenue
Newport 91321



RESPONSE TO COMMENTER P-28

1. See Topical Response C: Extend Comment Period.
2. See Topical Response A: Expand Study Area.

Commenter P-29**Craig Beckett**

This project should be put ON HOLD until the City of Los Angeles lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures is settled AND FIXED! The FAA must wait until these related actions are resolved before the new terminal is addressed. Despite the FAA's claim that the new terminal and the changes in the flight paths are "independent" of one another, the illegitimate metro-plex flight patterns and the new terminal are intrinsically related.

1

Neither the original CEQA EIR for the replacement terminal nor the scoping report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

2

ALL Cumulative Impacts from this terminal project fall upon the newly affected communities in the southern San Fernando Valley (Studio City/Sherman Oaks) i.e. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA proposed procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf distribution center adjacent to the Airport.

3

FAA must study Economic Impacts to the area SOUTH and west of the airport (outside general study area) including decline in property values, inability to work from home and expensive, detrimental health impacts. Residents in this area (Studio City) are SEVERELY IMPACTED by FAA's admitted "southern shift" in flight paths.

4

Southern Los Angeles Neighborhoods were NOT considered in the DEIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles- the new community- are not within either the detailed or indirect study area, yet these residents see Burbank Airport jets for 16 hours+ /day. Next Gen brought severe impacts to residents many miles from the airport!

5

Impacts on 4(f) areas NOT Considered in DEIS. FAA failed to consult with appropriate governing agencies, as required by law.

6

The replacement terminal does NOT fix the dangerous safety issues related to Burbank airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient runway safety area. FAA must put the terminal project on hold until ALL airfield safety issues are corrected!

7

Does the FAA typically provide wrong dates and wrong phone numbers for public workshops and hearings- like what was provided for this project? The public should have more time to comment on this project.

8

FAA- please STOP using this airport and Next Gen's- new concentrated- low altitude flight paths to TORTURE Studio City and Sherman Oaks residences. FIX THE MESS YOU CREATED! I strongly oppose this new terminal!

9

RESPONSE TO COMMENTER P-29

1. Comment noted. See Topical Response N: Connected Actions.
2. See Topical Response E: Flight Procedures.
3. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
4. See Topical Response L: Socioeconomics.
5. See Topical Response A: Expand Study Area.
6. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a

public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

7. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. For a discussion of the Obstacle Free Zone at the Airport, see Topical Response G: Safety.
8. See Topical Response B: NEPA Comment Process.
9. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-30
Crystal Beecher

I cant believe how much this has affected our lives. From sickness, (my daughter now has asthma) loss of peace and quiet, wildlife and my only childs 1st word being 'plane.' I've lived here for 39 years in the same family home. We are being forced to move out of our beloved home and entire neighborhood. This is not right. The fact that the Benedict Canton HOA was able to implement flight restrictions should set enough precedent for these future changes to be altered as well. Figure out something else. These neighborhood organizations have plenty of ideas. Also VNY moved their .dme point or something in ERROR. VNY has no excuse for not moving it back the way it was. Its dangerous the way it is now, as of 2017. The constant noise is maddening and frankly, very sad. Please help.

1

RESPONSE TO COMMENTER P-30

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-31**Marissa Berman**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-31

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-32
Candice Bernstein

Please don't approve the Burbank terminal expansion. The air noise Already is unbearable and disruptive to my family and neighbors.

1

RESPONSE TO COMMENTER P-32

1. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-33
Lyn Bertles

Dear Airport Planners,

My and my family's lives have been severely affected by the low noisy planes that take off and fly directly over my house every morning, waking me up. All day, as I work in an outside shed, I have to stop my conversations because of the jet noise. An increase in flights, as made possible by the new terminal, will further wreck my sanity.

1

Further:

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

3

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

6

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

7

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

8

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

9

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

10

RESPONSE TO COMMENTER P-33

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period

specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

3. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Responses N: Connected Actions and E: Flight Procedures.
8. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
9. See Topical Response E: Flight Procedures.

10. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-34
Karen Bisno

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-34

1. See Topical Responses N: Connected Actions and E: Flight Procedures.

Commenter P-35
Richard Black

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

RESPONSE TO COMMENTER P-35

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

Commenter P-36
Sarah Blatsiotis

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-36

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. Also see Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions"

related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
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8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

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of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-37
Daniel Bobroff

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely

Name DANIEL BOBROFF
Address 22340 CHAMPAGNE LN
DEWITT, CA 91321

Daniel E Bobroff
9-22-2020



RESPONSE TO COMMENTER P-37

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-38
Nicholas Bobroff

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
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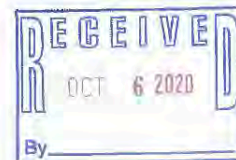
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2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely


Name Nicholas Bobroff
Address 23340 Champagne Ln
Newhall, CA 91321



RESPONSE TO COMMENTER P-38

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-39
Patricia Bobroff

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

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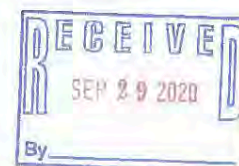
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2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely

Name PATRICIA BOBROFF
Address 25540 Chauliague Lane
Newhall, Ca 91321
Pat Bobroff
9-22-20



RESPONSE TO COMMENTER P-39

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-40
Patricia Bobroff

The implementation of NextGen has caused incessant flights over the Santa Clarita Valley, over areas where they have historically not flown. Santa Clarita has been experiencing a substantial increase of noise generated from both jets and propeller aircraft flying below 4500 ft, 2-5 minutes apart, from 7:00 a.m. and as late as 1:30 a.m. There has been neglect by the FAA to fully study and disclose the impact the Burbank Terminal Project will have on Santa Clarita. Living 19 miles from Burbank Airport should not subject us to not being able to be in our backyard without the constant noise of airplanes sometimes as low as 2400 ft, as well as not being able to have windows open in our home. We are urging the FAA return to previous flight patterns.

1

RESPONSE TO COMMENTER P-40

1. See Topical Responses A: Expand Study Area and E: Flight Procedures.

Commenter P-41
Stella Bobroff

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

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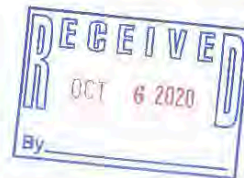
I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely


Name Stella Bobroff
Address 23340 Chazane Lane
Newhall, CA 91321



RESPONSE TO COMMENTER P-41

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-42
Talia Bokin

I object to the proposed replacement passenger terminal project at the Burbank Hollywood Airport.

1

We have seen first hand with the LAX gas dumping incident how dangerous for the community the airport can be.

2

Additionally there are 3 schools directly under the Burbank Flight path.

3

The environmental impact has not been fully understood to the homes and protected wildlife areas that are under the flight path.

4

This project should not continue since there are too many unknowns. Additionally if it does move forward, there needs to be noise, pollution mitigation for the surrounding communities.

5

RESPONSE TO COMMENTER P-42

1. Comment noted.
2. Comment noted.
3. Comment noted. The three schools mentioned in the comment were not identified. However, as discussed in **Section 4.12.3** of the EIS, there are nine schools located within the General Study Area, none of which are located within the CNEL 65 dB noise contour. In addition, as discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.
4. See Topical Response I: Department of Transportation Section 4(f).
5. The EIS discloses the impacts that would occur with the implementation of the Proposed Project. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis

found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-43
Sara Borirak

Please redirect the flight paths back to their historical paths. This drift over our neighborhood is unprecedented and creates a burden on the many families and schools that are in the area.

1

RESPONSE TO COMMENTER P-43

1. See Topical Response E: Flight Procedures.

Commenter P-44
Brian Bouchey

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

2

Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

3

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

4

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

5

RESPONSE TO COMMENTER P-44

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
3. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response E: Flight Procedures.
5. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

Commenter P-45
Adriann Bowers

We bought our house in the summer of 2017 and did notice some plane traffic far overhead at several times of the day. Since then we have noticed it increase significantly in frequency and also in direction. The planes fly so close overhead now that we can read which ones they are Southwest, UPS, FedEx, etc. and they cause such noise that the windows on our house rattle and even inside we often have to pause the TV or turn it up in volume to hear dialog. While outside enjoying our pool they are often so loud we have to yell to talk to each other. All of this would be bad enough but they come every 15 minutes or so at times so just having a simple conversation about dinner can be interrupted multiple times by the noise. It's also made me increasingly concerned about how that "traffic" must be affecting the air quality in our area. The freeway is nearby and a non existent sound most times of the day, but the planes overhead have become more than an occasional annoyance.

1

RESPONSE TO COMMENTER P-45

1. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-46
Barbara Brabec

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-46

1. See Topical Response E: Flight Procedures.

Commenter P-47**Robert Bramen**

While the Purpose and Need statement (P&N) acknowledges that the proposed action will improve the operational efficiency and utility of the terminal, taxiways and aprons the P&N fails to include the obvious. That is the reason the BGPAA wants to increase the attractiveness and efficiency of the passenger experience at BUR is to increase airline and passenger usage when compared to the “No Build” alternative. Yet the P&N falsely claims that “Replacement of existing facilities are not elements or factors affecting aviation activity.” The DEIS impact analyses therefore are flawed in not reflecting any differences in impacts between the proposed action and no action alternatives.

1

Of greatest concern to residents south of BUR is the increase in aircraft operations that will undoubtedly result from BUR being a much more desirable airport to travel in and out of. Whereas the current unpleasant passenger experience at BUR is a deterrent to travelers, the new more convenient and spacious replacement facility will be an inducement to travelers to use BUR rather than LAX or ONT. Airlines will no doubt seize on this marketing opportunity and schedule new and expanded services.

2

The DEIS acknowledges that number of gates and airside facilities at BUR even today are not being used at anywhere near their ultimate capacity. The proposed passenger and airside improvements will only add to this capacity. It is this possibility of relatively unconstrained growth in operations that is most worrisome to residents south of BUR.

3

While, it is mostly true that BGPAA's responsibilities are distinct from the FAA's as far as runway usage and air space management, there are actions that BGPAA can and should take to help reduce the airspace impacts associated with BUR. We therefore request the following mitigation measures be incorporated into the FEIS:

1. Support the recommendations of the SSFV Airport Noise Task Force to the FAA, and just as LAWA has done submit specific near term actions through the FAA's IFP Gateway for the FAA to take.
2. Expand the voluntary night-time curfew to include freight, General Aviation, and rotary aircraft.
3. Establish a policy jointly with FAA to better balance use of Runway 33 for departures on low and no wind days.
4. Establish a Citizens Advisory Council at BUR to include a balance of aviation related businesses and residents of neighboring impacted communities.

RESPONSE TO COMMENTER P-47

1. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Response 1 to this comment submission.

4. With regard to the Proposed Project, any relevant mitigation measures are discussed in **Chapter 4** of the EIS. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Thus, no noise mitigation is required for the Proposed Project.

Commenter P-48
Christine Breault

Big NO to this new terminal! The reason we moved to the valley was for the peace and quiet and good schools. In the last 10 years weve experiences more traffic and noise and increasing planes- nearly one every five minutes. This is no way to live. No no no!

1

RESPONSE TO COMMENTER P-48

1. Comment noted.

Commenter P-49
Johnny Brex

1

This pain and suffering must stop immediately!!!! I am 100% AGAINST Burbank Airport's new terminal.

2

Redirect all flights away from the San Monica mountains, FIRST!!!! This is ridiculous!!! Enough already!!! Stop ruining our environment right now!!!

RESPONSE TO COMMENTER P-49

1. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-50
Julia Bricklin

I can't overstate how much the changed flight path from Burbank in 2017 has made our lives unbearable. Every few seconds, starting at about 5A, the roar of jetliners and helicopters scream over our home, sometimes as close as 700 feet away! We can't eat; we can't sleep; we can't talk; we can't breathe. It's horrific.

1

Adding/revising yet another terminal will just make things even worse.

2

We can't sell our home, because we will take a huge cut because of the noise. How is this fair?

3

How is this legal? How is this just?

RESPONSE TO COMMENTER P-50

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
3. Comment noted.

Commenter P-51
Aaron Brownstein

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

Thank you for your consideration.

RESPONSE TO COMMENTER P-51

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

Commenter P-52
Lester Bsss

I am a service connected disabled veteran with service connected hearing disorder. I have lived in this same house since 1965, and next year i will turn 90. The sound is so loud as the planes pass over I have to run in the house to try and reduce the sound shock, and run I do, falling down many times to try and get away from the sounds of the jet motors. "PLEASE, PLEASE, WE NOW NEED YOUR HELP.....Thank you!!

1

RESPONSE TO COMMENTER P-52

1. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-53
Victoria Bullock

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

2

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

3

A new larger terminal will generate and more easily accommodate more operation, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

6

Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

7

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

8

RESPONSE TO COMMENTER P-53

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response B: NEPA Comment Process.
3. See Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response E: Flight Procedures.

7. See Topical Response N: Connected Actions.
8. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.

Commenter P-54
Ellen Byron

The Replacement Terminal will absolutely increase traffic, and is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

1

I'M SICK OF THE NOISE!!!

2

RESPONSE TO COMMENTER P-54

1. See Topical Responses F: Aircraft Operations and Enplanements and E: Flight Procedures.
2. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-55**Nicholas Caprio**

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

5

RESPONSE TO COMMENTER P-55

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.

Commenter P-56
Camille Carr

Please do not expand Burbank airport! The surrounding communities already have a ton of air noise as it is. Burbank/Pasadena/Glendale airport - the cities that get all the revenue from the airport - do not get the noise; the noise is pawned off to other cities. This needs to stop! Please! Move the air traffic to Burbank/Pasadena/Glendale - let them deal with it.

1

RESPONSE TO COMMENTER P-56

1. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-57
Linda Chaman

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

RESPONSE TO COMMENTER P-57

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.

Commenter P-58
Crisy Chambers

The recent changes to plane routes coming to and from Burbank airport create noise pollution and the jet fuel remnants are noticeable on my outdoor roof deck.

1

RESPONSE TO COMMENTER P-58

1. Comment noted. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-59
Edward Clarke

Residents of the southern San Fernando Valley have been adversely impacted by the rerouting of Burbank airport traffic over our homes. Since March 2017 Burbank Airport has ignored residents' concerns and have not done anything to alleviate the problem in spite of many suggestions by the community and the Task Force.

1

Modifications to Burbank Airport whether a physical expansion of the number of terminals or modifications to the existing terminals to increase efficiency will result in a greater number of flights and a worsening of the problem, particularly without any plans in place to alleviate the problem.

2

RESPONSE TO COMMENTER P-59

1. Comment noted. See Topical Response A: Expand Study Area. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-60**Kaye Clarke**

Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-60

1. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state

that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-61**Linda Clarke**

I am a resident of Sherman Oaks who has been adversely impacted by the dramatic, unprecedented southerly shift in departure paths of Burbank Airport aircraft which began in March 2017, and resulted in immediate, dramatic consequences to quality of life for thousands of residents like me who have never experienced such air traffic which persists today. This departure path shift (which coincides with NextGen concentrated path changes and denied for a while by the FAA) has resulted in intense constant noise disruption from low flying jet traffic into, and across the flats, up to the noise sensitive rising hillside terrain of multiple communities as jets now make a slowly ascending giant U-turn notably further south of the airport. This moved (replaced and extended) path represents a dramatic change from historic an immediate departure climb, with steeper climb gradient, then direct turn to destination at Burbank Airport-- a change that continues to adversely impact multiple communities from Studio City and Toluca Lake across Sherman Oaks and Bel Air to Encino. A 44 year resident of the area, and part of a family who has used BUR many, many times, I am quite familiar with this situation.

1

Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, there is significant evidence to the contrary; they are intrinsically tied.

2

1. SAFETY: The many thousands of residents, in multiple communities are under no illusion that Burbank Airport Replacement Terminal is not just about "replacement" for safety of an outdated building that does not meet FAA building standards. Burbank voters approved a same size replacement terminal, yet the new terminal is more than 50% larger.

3

Increased airline capacity and passenger use is an intended FAA outcome being muffled under the guise of an expressed, and emphasized need for replacement of buildings and adjacent facilities for safety reasons.

4

Unsafe conditions created by the replacement of historical departure patterns with NextGen narrow concentrated flight paths and waypoints, along with the proven southern shift miles beyond the airport into the Santa Monica Mountains, will only be exacerbated by a replacement terminal which allow for, and encourages more passengers and more planes.

5

If the FAA is so concerned about safety (regarding aged buildings and runway distance to buildings, etc.) why has there been such denial, and ignoring, and frankly, failure to address very real safety issues from severe noise from low flying aircraft in sound amplifying topography, in a designated high fire zone (hillsides and canyons), along with very real health concerns (noise, sleeplessness, work, schools). Moving/changing the departure path has created and amplified credible "safety" concerns in the "New Community".

6

2. DEPARTURE PATH ROUTE-- replacement and expansion: The FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is simply not true! This terminal (and adjacent facilities) replacement program is, in reality a facility expansion with the aim of operating more efficiently to accommodate increased passenger capacity and support increased business/profitability for airline operators (i.e. more people on more and potentially larger jets departing more often than we are currently experiencing.)

7

This expansion effort was already begun in 2016 with NextGen efficiency program to get more planes out more often. In practice, under the auspices of NextGen, the FAA has functionally "replaced", renovated, and clearly expanded the Burbank flight departure path (albeit "virtually") miles beyond the airport into and over new communities without public awareness and proper assessment of the consequences. For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

8

RESPONSE TO COMMENTER P-61

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Response N: Connected Actions.

3. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

4. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
7. See Topical Response N: Connected Actions.
8. See Topical Response E: Flight Procedures.

Commenter P-62**Linda Clarke**

3. AFFECTED NEIGHBORHOODS NOT CONSIDERED IN DRAFT EIS AND MUST BE STUDIED IN EIS: Neighborhoods south of the airport- in the New Communities - are not within either the detailed or indirect study area, yet these residents are significantly burdened by Burbank Airport jets for 16 hours+ /day. NextGen brought severe impacts to residents many miles from the Airport.

1

The EIS must also include the study of increased fire risk in the very High Fire Hazard Severity Zone of the Santa Monica Mountains--topography completely ill-suited, and dangerous for any aircraft, let alone high volume over-flights, as well as the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. The FAA failed to consult with appropriate governing agencies, as required by law.

2

And, neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

3

4. CUMULATIVE IMPACTS: The Replacement Terminal is part of the ongoing public controversy over the new departure flight paths that shifted and concentrated jets more than 2 miles south beginning in March 2017. The FAA moved the departure flight path from Burbank southward over multiple communities (the New Community) that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate public controversy. Residents, advocacy groups, and elected officials have been consistently asking (many years now), for an immediate return to historic higher altitude ascent and dispersal paths over commercial, less populated areas as typical prior to 2017.

4

A larger terminal with more efficient passenger and gate use allows for more people on more planes more often; increased runway use is also likely for other commercial, private operators, especially given future projects (including Amazon's new 700,000 sf distribution center adjacent to the airport). The Cumulative adverse impact to Los Angeles residents already suffering from shifted paths is clear. This proposed replacement/ expansion project is going to make the existing frequency and intensity of an existing, highly problematic situation, much worse. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns. Historic flight paths that did not incite the massive number of complaints (from so many communities representing such a large portion of LA) to airport authorities and elected officials that occurred when the departure path was replaced, clearly moved, and functionally expanded.

5

The FAA cannot appropriately, or absolutely discount / disassociate safety issues prompting the procedural push to build a replacement terminal with continuing multi-community, substantial noise, safety and environmental issues which demonstrably exist (and got "moved") as a direct result the replaced/expanded new departure paths since 2017. The public is not naive-- safety at the airport and safety in the air (how and where jets fly) are linked; expandability means profitability and both are inherent to FAA and NextGen claims, motives, and actions. Burbank expansion (inherent in the replacement project) and intended aircraft traffic expansion, along an already expanded flight path well beyond the airport are all inter-related.

6

5. THE BURBANK REPLACEMENT TERMINAL CANNOT PROCEED IN A VACUUM: Both the intended and unstated outcomes of a larger modernized facility will have inevitable, continued adverse consequences to a sizeable and populous part of Los Angeles. A new, improved, larger airport terminal and ancillary buildings will increase already critical negative impacts to the San Fernando Valley and Santa Monica Mountains. Improved airport conditions which will actually facilitate more departing jet business, but do not simultaneously improve (but actually worsen) existing conditions for adversely impacted communities is therefore not an ethical use of public funds or the public trust. cannot be separated from the direct adverse/unsafe consequence to communities in their path.

7

It is incumbent on the FAA (and Burbank Airport authorities) to honestly acknowledge and seriously address the above mentioned issues--to act now upon (continuing) multiple community and elected representatives repeated requests for reversion to historical flight paths before this Terminal Expansion Project moves forward.

RESPONSE TO COMMENTER P-62

1. See Topical Response A: Expand Study Area.
2. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

3. See Topical Response E: Flight Procedures.
4. See Topical Responses M: Cumulative Impacts and E: Flight Procedures.
5. Comment noted. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building

requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

The Amazon delivery station cited in the comment would be a warehouse operation and would not be an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station.

6. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
7. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.
8. See Topical Response E: Flight Procedures.

Commenter P-63
Amy Clayton

I cannot believe you were considering expanding. During this terrible time of quarantine I have had to host a sweet 16 and now a bat mitzvah. I was asked if I could hold the festivities in my backyard and video conference with people. Alas I am unable to because there is a plane flying over my house at such a low altitude every minute and a half like clockwork we can't even enjoy our own home as it is I am 100% against this and completely angry about it.

1

RESPONSE TO COMMENTER P-63

1. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-64**Jay Cohen**

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

6

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

7

7. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

8

Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

9

9. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

10

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

11

RESPONSE TO COMMENTER P-64

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
7. See Topical Response A: Expand Study Area.
8. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
9. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
10. See Topical Response L: Socioeconomics.
11. See Topical Response E: Flight Procedures.

Commenter P-65**Laurie Cohn**

• This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

• The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

• A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

• The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-65

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-66
Candice Colbert

If Van Nuys Airport is expanding and Burbank Airport is building a new terminal, they should not be allowed to increase their flights.

1

Burbank and Van Nuys Airports need a mandatory curfew for all flights. There should be penalties on curfew violations. We should not have out of curfew cargo flights going over early in the mornings or late at night. There should be a cap on all flights at both airports. There can't be unlimited growth.

2

Van Nuys is already the largest general aviation airport in the world. My house is directly underneath the landing path for Burbank and is also subject to house shaking helicopter and jet noise. We need a moratorium on air service developments and avoid further expansion at both airports.

3

PLEASE DO NOT SEND ANYMORE PLANES OVER SHERMAN OAKS NORTH OF 101 FWY

4

RESPONSE TO COMMENTER P-66

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
2. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action

Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

Similarly, mitigation in the form of a cap on all flights at the Airport and at Van Nuys Airport is not required and outside the scope of the EIS.

3. Comment noted.
4. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-67
Andy Connor

Currently, between Van Nuys and Burbank airport arrivals and departures, we have a hundred+ flights a day going south for their U-turn north, or going south to east or south to west, as well as arrivals at Van Nuys Airport; effectively, we are suffering twice per flight. BUR flights are flying more than 1 million miles a year in the wrong direction, rather than heading north from Runway 33 and east to their destinations. This has created a VORTEX of overlapping flights and unrelenting noise when they converge around Sepulveda and 101 Fwy in Sherman Oaks, it's unbearable. So we already absorb our fair share of this noise and have been since both airports opened 90 years ago.

1

How can we keep absorbing the cumulative adverse effects of increased volume from these two airports, especially if Burbank's Terminal Expansion has re-designed 14 gates to handle larger jets and more passenger capacity? DO NOT SEND ANYMORE PLANES OVER SHERMAN OAKS NORTH OF 101 FWY.

2

RESPONSE TO COMMENTER P-67

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-68**Noelle Conti**

I live in the Hollywood Hills/Santa Monica Mountains and I'm requesting that the flight path at the Burbank Airport be changed. The path has recently been extended to the South and as a result flies over more residential neighborhoods, an elementary school and the fire prone hill between the San Fernando Valley and Hollywood.

1

Beyond the quality-of-life concerns regarding jet noise all day and night, and the unhealthy jet fuel that falls from the sky, I'm, which is bad enough to warrant a flight path change, I am deeply concerned about the safety impacts. I do NOT support planes flying over the dry mountains. It's a massive fire threat and could cause an epic environmental disaster and human catastrophe if an accident were to happen. There are wildlife corridors within the flight path as well and all of this must be carefully considered.

2

Moreover, planes should not fly over an elementary school. The FAA should not have extended the flight path without doing its due diligence and getting public input.

3

Please extend the public comment period, so all stakeholders can voice their concerns

4

Thank you.

RESPONSE TO COMMENTER P-68

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. **Section 4.4** of the EIS discusses the potential environmental impacts of the Proposed Project related to biological resources and determined that there would be no significant impacts from the Proposed

Project when compared to the No Action Alternative. Also see Topical Response J: Hazards.

3. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
4. See Topical Response C: Extend Comment Period.

Commenter P-69
Brandy Coplan

I AM DEEPLY DISAPPOINTED IN THE CONSTANT AIR TRAFFIC THAT HAS BEEN RE-ROUTED OVER MY HOUSE, WE WERE NEVER IN THE FLIGHT PATH BEFORE. I HAVE A SMALL CHILD AT HOME AND IT'S DISRUPTIVE TO HER NAPS AND SLEEPING.

1

I'M ALSO DISCOURAGED BY THE LIMITED 21 DAY EXTENSION INSTEAD OF THE 75 DAY EXTENSION THAT WAS PREVIOUSLY REQUESTED TO TRY TO COME UP WITH A BETTER PLAN TO RE-ROUTE AIRCRAFTS SO THEY DO NOT CONTINUE TO FLY OVER HOMES. WHY WAS THE DECISION MADE TO ALLOW ONLY 21 DAYS AND NOT THE FULL 75 REQUESTED? THIS IS A MATTER THAT EFFECTS OUR ENTIRE NEIGHBORHOOD AND IT'S RESIDENTS. PLEASE ALLOW THE PROPER TIME TO GET THIS MATTER SORTED OUT SO WE ARE NOT IMPACTED BY THIS NOISE POLLUTION LONGER THAN NECESSARY.

2

RESPONSE TO COMMENTER P-69

1. Comment noted.
2. See Topical Response C: Extend Comment Period.

Commenter P-70
Dan Coplan

My family and I strongly oppose expansion of Burbank Airport.

1

We invested a lot of money to move into this area in large part because of the peace and quiet it offers. We love Burbank Airport just as it is and can't imagine why there's such a need for expansion which would increase noise pollution, air pollution, and traffic.

2

NO to BUR expansion!

3

RESPONSE TO COMMENTER P-70

1. Comment noted.
2. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

3. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-71
Kimberly Cruelle

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

2

RESPONSE TO COMMENTER P-71

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-72

Chriis Culliton

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-72

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-73
Jason Cunningham

You are replacing a terminal with terminal that is needlessly bigger.

1

You are needlessly ruining the airport and the neighborhood. Nobody wants another LAX the worst airport on Earth.

2

RESPONSE TO COMMENTER P-73

1. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

2. Comment noted.

Commenter P-74
Marissa Cunningham

Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith.

1

Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

2

RESPONSE TO COMMENTER P-74

1. Comment noted.
2. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-75
Christiane Cuse

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

4

RESPONSE TO COMMENTER P-75

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

3. See Topical Response E: Flight Procedures.
4. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-76
D The Great

In 2017 the Burbank airport somehow sneaked a new flight path directly over us causing horrible breathing problems for myself and my family from the jet fuel. There were no warnings. I wear earplugs now because these planes fly so low it is deafening. Garcetti won't respond. Neither Newsom. Profits over health I suppose. Another day in the failed leadership of our fine elected officials

1

RESPONSE TO COMMENTER P-76

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-77
Paul Da Silva

The air traffic over my house has become unbearable over the last few years. Jets fly overhead morning, noon, and night.

1

RESPONSE TO COMMENTER P-77

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-78
Sarbrina Dallen

As a person who has lived close to this airport my whole and utilized Burbank Airport many times I find it imperative tat this facility be rebuilt for safety reasons. It is amazing that there have been no crashes killing lots of people. Landing is very scary as you can tell it takes the pilots everything in their power to stop without going off the runway. Several years ago when that one airplane went through the fence and land withN feet of a gas station on Hollywod Way should have been a wake up call for everyone. Is it gowing to take crash that takes many lives for people to get the message. This airport has been around since the 30's. It is time to make it safer for everyone, people votes to keep the gates at the same number so let's get this airport rebuilt. We don't need any more time for comments, we need to hurry with the construction before lives are lost!!

1

RESPONSE TO COMMENTER P-78

1. Comment noted.

Commenter P-79
Paul Darrigo

No on expansion period. No need to do the EIR and save the money. Burbank airport is slowing encroaching on the convenience of quiet and quality of light. They have changed the flight plans, so now I get book of jet noise at night. It always happen... Slow steps of each one taking more and more liberties.

1

RESPONSE TO COMMENTER P-79

1. See Topical Response F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-80
Kim Davidson

Why do they allow flights at 6 am and 10 pm. it is disruptive to everyone.

1

RESPONSE TO COMMENTER P-80

1. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

Commenter P-81
Victoria Diamantidis

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

2. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

5

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

4. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

7

5. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

8

6. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

9

10. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,500 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

10

7. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

11

8. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid.

12

9. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway

13

10. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

14

RESPONSE TO COMMENTER P-81

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.
6. See Topical Response A: Expand Study Area.

7. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
8. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
9. See Topical Response L: Socioeconomics.
10. See Topical Response E: Flight Procedures.
11. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization’s (ATO’s) amendments to departure routes from the Airport as part of the FAA’s Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
12. See Topical Response E: Flight Procedures.
13. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
14. See Topical Response E: Flight Procedures.

Commenter P-82
Justin Dickerson

Regarding the New Terminal plans, Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should be the same size as the old one, as was originally called for. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank Voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

1

Most importantly, however, FAA repeatedly states that the Replacement Terminal is not related to the Flight Path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal at Burbank Airport will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of Burbank departures, this New Terminal cannot go forward until the Flight Paths that the FAA admitted "shifted south" has changed back to historical patterns.

5

The Replacement Terminal is inextricably part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic before. The people of Los Angeles south of Burbank Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate this Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

6

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from Burbank Airport.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

8

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

9

Furthermore, the Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye!

10

FAA MUST put the terminal project ON HOLD until ALL flight path and airfield safety issues are corrected.

11

RESPONSE TO COMMENTER P-82

1. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

2. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.
6. See Topical Response E: Flight Procedures.
7. See Topical Response A: Expand Study Area.
8. See Topical Response E: Flight Procedures.
9. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
10. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
11. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-83
Nora Doyle

I am strongly OPPOSED to a larger new BUR terminal.

1

BUR and the FAA have already demonstrated a vast lack of respect and fairness towards the residents of Studio City, the southern San Fernando Valley and the Santa Monica Mtns by refusing to disburse flight patterns.

2

A new and larger terminal will generate and more easily accommodate more operations, and, with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

5

RESPONSE TO COMMENTER P-83

1. Comment noted.
2. Comment noted. See Topical Response E: Flight Procedures.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.

Commenter P-84
Howard Drake

I fly out of Burbank Airport and am a fan. However, these commercial planes flying what appears to dangerously low over our home is brutal. We live 9 miles away and when planes fly over we literally can't hear each other talk. Our daughter got married in our backyard. We had to stop the service when planes flew over.

1

RESPONSE TO COMMENTER P-84

1. Comment noted.

Commenter P-85
Susan Drake

Please do not expand Burbank Airport. We have constant planes flying overhead as it is now. The planes cause disturbance and pollution in our neighborhood. Please stop this airport growth.

1

RESPONSE TO COMMENTER P-85

1. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-86

Ron Dresher

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

4

The FAA DOES NOT CARE ABOUT OUR LIFE AND HOW THE IMPACTED FLIGHTS OVER OUR HEADS CLOSE TO THE GROUND. THE BURBANK TERMINAL IS ANOTHER HUGE impact on our lives. Bigger terminal, MORE PLANES AND LOUDER, DANGEROUS PLANES FLYING OVERHEAD IN DANGEROUS AREAS OF OUR HOMES. STOP THE TERMINAL!!!!!!!!!!!!!!!!!!!!

5

RESPONSE TO COMMENTER P-86

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
3. See Topical Response E: Flight Procedures.
4. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

5. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-87**Susan Dresher**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

RESPONSE TO COMMENTER P-87

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet

FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-88
Gillian Edelson

At this point planes are flying past 11pm and are as early at 5am if not earlier. The house shakes, it is loud, we have to wait to speak to each other. Sometimes we can see inside the wheel wells of the planes. It has changed our lives having the noise, noises at all hours, flying to low over our house. And this is before and during the pandemic. Once people feel comfortable to fly again this will only get worse.

1

RESPONSE TO COMMENTER P-88

1. Comment noted.

Commenter P-89**Bruce Eliot**

Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

- The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

- A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

- The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-89

1. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway

configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-90
Denise Eliot

PLEASE STOP!!

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

THANK YOU FOR LISTENING TO US AND GIVING US RELIEF FROM THE NON-STOP AIR TRAFFIC NOISE WHICH WILL ONLY GROW WORSE WITH A LARGER TERMINAL. PLEASE RETURN TO HISTORIC FLIGHT PATTERNS AND SPREAD OUT FUTURE FLIGHT PATTERNS SO IMPACT IS SHARED OVER MANY AREAS AND NOT CONCENTRATED ON ONE. THANK YOU!

10

RESPONSE TO COMMENTER P-90

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic

- has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
 3. See Topical Response F: Aircraft Operations and Enplanements.
 4. See Topical Response F: Aircraft Operations and Enplanements.
 5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
 6. See Topical Responses N: Connected Actions and E: Flight Procedures.
 7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
 8. See Topical Response E: Flight Procedures.
 9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

10. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response E: Flight Procedures.

Commenter P-91
Sherri Elkaim

The FAA repeatedly states that the new terminal is separate and independent from the flight path changes that occurred in early 2017 and are threatened to be made permanent in the environmental assessment.

1

However, it's obvious that a new larger terminal will generate more operations with additional passenger-processing functions and be able to handle more people. The gates will be designed to handle larger jets.

2

Consequently, the increased operations resulting from the new terminal are project impacts, and the impacts caused by Metroplex rerouting of jets over southern communities, such as Studio City and the Santa Monica mountains -- excuse me -- would be cumulative impacts.

3

The replacement terminal will add to the cumulative impact to Los Angeles residents, especially those in the new community who, in addition to Burbank departures, receive almost all Van Nuys flights and Burbank Runway 33 wind arrivals at as low as a thousand feet AGL.

The replacement terminal will increase already critical negative impacts and affect the entire valley and the Santa Monica mountains.

4

I strongly oppose a new terminal until our community concerns over the air traffic and noise are resolved in a meaningful way.

5

RESPONSE TO COMMENTER P-91

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Responses F: Aircraft Operations and Enplanements and M: Cumulative Impacts.
4. Comment noted. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

5. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-92
Sherri Elkaim

I live in the new neighborhood that has been drastically impacted by the illegal move of flights over my home - LOW and LOUD.

1

This has ruined my quality of life - neighbors have moved away; my work, my health and my mental health have been affected. It is completely unacceptable. I strongly oppose the replacement terminal:

2

1.FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

3

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

6

2... Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

7

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

8

RESPONSE TO COMMENTER P-92

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted.
3. See Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response E: Flight Procedures.
7. See Topical Response N: Connected Actions.
8. See Topical Response A: Expand Study Area.

Commenter P-93
Neil Ellice

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

1

RESPONSE TO COMMENTER P-93

1. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

Commenter P-94
Ceci Feitshans

I did not purchase my home in a flight path and now it is leaving us bombarded daily at all hours!! This is really unfair and inhumane.

1

I will have to move if Burbank comes this way and even worse if it expands

2

Go back to way things were please!

3

RESPONSE TO COMMENTER P-94

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted.
3. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-95
Cecile Feitshans

I DID NOT buy my sherman oaks home in a flight path. How can you just add a flight path.!! Not fair or right.

1

So lower my outrageous property taxes? We are all going to loose money on the value of our homes that we worked so hard for. NO!!!!

2

RESPONSE TO COMMENTER P-95

1. Comment noted. Also see Topical Response E: Flight Procedures.
Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted.

Commenter P-96**Randy Feldman**

I live directly beneath the flight pattern. There has been a relentless expansion of flights over my area over the twenty years I've lived here without any consideration for the residents that are affected. The following concerns must be addressed: The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

RESPONSE TO COMMENTER P-96

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

Commenter P-97
Donald Fenning

This is an unacceptable situation... This expansion should be put on hold to allow all those who are impacted to study and comment.

1

Since the routing of aircraft changed in 2017 our communities have faced added disturbance our lives along with negative environmental and safety impacts...Now they want to add additional air traffic with no change of the traffic pattern..This will inundate us with even more flights. This is unfair, unsafe and poorly planned. Stop this project until our concerns are addressed!

2

RESPONSE TO COMMENTER P-97

1. Comment noted. See Topical Responses C: Extend Comment Period.
2. See Topical Response F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-98
Federico Figus

From: Fed Figus <figusef@gmail.com>
Sent: Tuesday, September 22, 2020 12:02 PM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Subject: UPCOMING HEARINGS, SEPT. 23RD AND 24TH

HELLO, WE REGISTERED TO SPEAK AT THE HEARINGS AND STILL HAVE NOT RECEIVED ANY INFORMATION REGARDING HOW WE CAN ACCESS THE MEETINGS ONLINE.

I WOULD VERY MUCH APPRECIATE IT IF YOU COULD FORWARD INSTRUCTIONS ASAP ON HOW TO DO SO.

MERCI BEAUCOUP ET BONNE JOURNEE

1

RESPONSE TO COMMENTER P-98

1. Comment noted. Instructions for participating in the virtual public hearing were sent to all registrants on September 22, 2020. Also see Topical Response B: NEPA Comment Process.

Commenter P-99
Federico Figus

So straight out, I'm opposed to a new terminal without a permanent solution to aircraft noise and pollution over the San Fernando Valley that is destroying our community.

1

At the very least, it is in really poor taste to even go forward with these plans in the middle of a worst pandemic and economic crisis in a hundred years. Passenger traffic will not recover for years. So what's the rush?

2

Air traffic control is not and should not be a separate issue from construction of a new terminal. They're one and the same, and we all know it.

3

On page 4 of the FAA's Draft Environmental Impact Statement you state that the air traffic organization will conduct an environmental assessment, an EA, independent for approval of the new terminal.

4

How was that decided? Who decided? Is this standard procedure of the FAA? Unacceptable. We want answers.

So your plan is to replace an existing 14-gate terminal with a new terminal that is 50 percent longer. This combined with its location northeast of the property and parallel to Runway 1533, new taxiways and an enormous 54,000 square foot aircraft holding path.

5

Anyone is to believe that flight operations won't change? It's like saying your business has 14 small Fiat 500s at its disposal. You now think you're switching 14 buses.

The only plausible reason is because you expect more businesses -- and more business and passengers.

A hundred acres of the airport in the area are in the City of Los Angeles, part of airport. Because of this, we should have a seat at the decision table. It shouldn't all be up to 20,000 Burbank voters to decide the fate of hundreds of thousands of people in the South San Fernando Valley.

6

The FAA needs to listen more to our needs since we're asked to endure hundreds of flights a day over our homes, our families, our children.

7

We're actively engaged with our local representatives and will not be going away until this is resolved.

8

Taking a step back, early on the FAA should have forced Burbank Airport to depart north on "33" away from the terminal. This would have solved all safety concerns from the very start.

9

Also, a new terminal, if and when it is approved, needs to be close to the approximate size of the original terminal. It cannot double in size. Bringing it -- it needs to be brought up to current standards.

10

An equitable distribution of departures is the only way forward. One that provides a fair and balanced outcome for all and one that we'll continue to fight for.

11

RESPONSE TO COMMENTER P-99

1. See Topical Response E: Flight Procedures.
2. Comment noted. **Section 1.3** of the EIS indicates that the purpose of the Proposed Project is to provide a replacement passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building.
3. See Topical Response N: Connected Actions.
4. The decision to prepare an Environmental Assessment (EA) to address proposed amendments to the Airport's existing aircraft departure routes was made by the FAA Air Traffic Organization (ATO).
5. See Topical Response F: Aircraft Operations and Enplanements.

6. Comment noted. The Burbank-Glendale-Pasadena Airport Authority is a separate government agency created under a Joint Powers Agreement⁶⁴ between the three cities of Burbank, Glendale, and Pasadena in 1977 for the sole purpose of owning and operating Bob Hope “Hollywood Burbank” Airport. The Authority consists of nine Commissioners, three from each city.
7. Comment noted.
8. Comment noted.
9. Comment noted. **Table 1.3-1** of the EIS shows that the existing passenger terminal building is about 375 feet from the Runway 15-33 centerline and that the FAA standard is 400 feet. Therefore, having aircraft depart on Runway 33 would not change the fact that the existing passenger terminal building does not meet current FAA standards.
10. See Topical Response D: Other Alternatives.
11. See Topical Response E: Flight Procedures.

⁶⁴ City of Burbank. (1991, September 15). *Amended and Restated Joint Exercise of Powers Agreement Among the Cities of Burbank, Glendale and Pasadena Creating an Agency to be Known as the Burbank-Glendale-Pasadena Airport Authority*. Retrieved April 2021 from City of Burbank: <https://www.burbankca.gov/home/showdocument?id=34871>.

Commenter P-100**Linda Fish**

We are opposed to any airport expansion including # of flights and new flight paths.	1
--	---

How is an increase in number of gates in a new terminal not an expansion in # of flights?	2
---	---

We support mandatory nighttime curfews but at the very least continuing the voluntary nighttime curfews.	3
--	---

We lived near the airport (Evergreen and Victory) for many years and put up with the seriously unhealthy noise and pollution. We worried about the safety.	4
--	---

We relocated for a short time and when we returned to Burbank, we wanted to make absolutely certain that we would not be subjected to the noise and pollution, and not worried about the associated safety concerns. We paid considerably more money to purchase a home away from the flight paths. Then the flight paths changed! Now, though there may be less flights during the pandemic, we are again subjected to this unhealthy noise. This has certainly affected our quality of life.	5
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RESPONSE TO COMMENTER P-100

1. Comment noted. See Topical Response E: Flight Procedures.
2. The proposed replacement passenger terminal would have 14 gates, which is the same number of gates as the existing passenger terminal. Therefore, there is no increase in the number of gates. Also see Topical Response J: Hazards.
3. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As

stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

4. Comment noted.
5. Comment noted.

Commenter P-101
Annie Fitzgerald

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

1

RESPONSE TO COMMENTER P-101

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

Commenter P-102
K.M. Flood

As a resident of Sherman Oaks, I am very upset at the possibility that there will be even MORE noise from Burbank Airport in the future. While I realize that there is a demand to enlarge the Airport, the new flight paths going over the Santa Monica Mountains are affecting wildlife and the noise level in dense residences are COMPLETELY UNACCEPTABLE! We wake up several times a night to the menacing sounds of airplanes. We already have a difficult situation with the noise now -- adding many more planes will only serve to decrease our quality of life.

1

PLEASE do not enlarge the Airport and PLEASE adjust the flight paths in order to share the noise problem equitably.

2

RESPONSE TO COMMENTER P-102

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. Also see Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-103**Michele Florman**

We OPPOSE the Terminal Expansion WITHOUT A FIX of the BUR flight paths. If pursued in the absence of a CORRECTION OF THE ILLEGAL FLIGHT PATHS, the expansion will burden our communities further with higher passenger demand and more air traffic, and the capacity for larger, louder jets. We have been under non-stop assault emotionally, mentally and physically by non-stop screeching monstrous noise levels and high pollution levels by low level flights one after the other in a flight corridor that was implemented without neighborhood approval, notification, input or consideration.

1

The new larger terminal (53% increase in space/gates) will only further increase the number of flights per day operating and inflicting further pain on the once quiet residential neighborhoods.

2

There is no safety issue to fix at Burbank as FAA states, if you are increasing number of gates and square footage of facilities that translates into more traffic and activity to negatively impact neighborhoods.

3

The noise pattern has increased severely we have lived in the area over 25 years and can attest to hearing maybe a few planes per week but at higher altitudes to non-stop super highway inflicted upon residents criminally without notification or approval. Next Gen is a disaster.

4

The skies are brown and the AIRPORT is the cause of poor air quality.

5

WE oppose the expansion of Burbank terminal until the impact and changes are made to before the change of flight paths.

6

RESPONSE TO COMMENTER P-103

1. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. **Section 1.3** of the EIS indicates that the purpose of the Proposed Project is to provide a replacement passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal

building. There is no increase in the number of gates. Also see Topical Response F: Aircraft Operations and Enplanements.

4. Comment noted.
5. Comment noted. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
6. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements.

Commenter P-104
Brooke Fong

Against the expansion. The air quality is so bad already. I am not wanting the air more polluted from more air traffic as well as the noise. My community has so many families. The ozone /smog over the valley is disgusting. We do not need a bigger airport. Not to mention it would just cause more traffic congestion in the area. Not looking to bring down the area. Highly against.

1

RESPONSE TO COMMENTER P-104

1. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-105
Audrey Ford

I want to start first by saying I think this meeting should be rescheduled or a Part II when all the correct information is put out to the public so we actually have a correct phone number that we can call.

1

This phone number was missing one digit, so a lot of people were scrambling trying to find where this meeting was happening.

I do not think the lack of attendance represents at all a lack of concern, residents who live under the flight path or who are being affected by the flight path. That is first.

2

The other thing I'd like to say is, I've been to quite a few of the hearings. I've seen the information put out by the FAA. I've seen the charts that you put out.

3

And at one of your meetings at Piclick (phonetic), I spoke to a representative who oversaw the noise report that was done.

When I asked how that noise report was done, they told me that it was done by a computer algorithm and not by actually placing microphones around the area.

I don't quite understand how a computer can tell actual noise that's happening better than a microphone. But maybe you guys know better than I do.

The other thing that was not taken into account with that particular noise report is that it didn't take into account the altitude of the hillside.

It didn't also take into account the fact that noise echos and reverberates and grows and it echos through the canyon.

So, therefore, your noise report is completely invalid and so is your entire study that's been done up and to this point.

The thing that the residents are most concerned about is the noise. Nothing has been – come out to address our concerns.

The other issue which Jayne McKay just mentioned is the after-hour curfew. In the almost four-plus years that I have been personally involved with trying to get the noise to improve in this area, I have yet to see one single act of good faith by the FAA, by the Burbank Airport or anyone to reduce noise.

4

The other problem right now is that the noise -- the way the airlines are fined by noise is -- if a complaint comes in, they are issued -- the airplane -- airlines are looked at by weight.

5

If they are underweight and they still blow a 99 decibel reading as they fly over my house, then that's fine. That's a problem. It is flawed. It's a flawed system.

And I'm told the only way to correct that is by an act of Congress. That's ridiculous. You are the FAA. You have the ability to make this change. So make it. Make a good-faith gesture to the residents so that we know that you actually care about us and that you care about what is going on in this community.

6

I have yet to see one ounce of anything done by your part. Show it. I'm asking you today, show us something.

RESPONSE TO COMMENTER P-105

1. See Topical Response B: NEPA Comment Process.
2. Comment noted.
3. As stated in **Section 4.11.2** of the EIS, the methods used to describe forecast noise conditions at the Airport rely on the Aviation Environmental Design Tool (AEDT), which is the FAA-approved model for describing aircraft-related noise. Noise monitors are not used for this analysis because the noise monitors cannot separate noise generated by various other sources (e.g., lawnmowers, people talking, motor vehicles, sirens, etc.) from aircraft-generated noise. In addition, noise monitors do not take into account when people are normally more sensitive to intrusive sound events, which generally occurs at night when the background sound levels are normally lower. The AEDT noise model recognizes that noise events during the nighttime hours are likely to be more annoying than noise events at other times. To account for these factors, the AEDT noise model uses the Community Noise Equivalent Level (CNEL), which adds about a 4.77 dBA penalty to events occurring between the evening hours of 7-10pm and a 10 dBA penalty to events occurring between 10:00 PM and 7:00 AM. In

essence, the CNEL is the 24-hour equivalent sound level, including this 4.77 dBA evening and 10 nighttime dBA penalty. This penalty means that one evening sound event is equivalent to about 3 daytime events at the same level and one nighttime sound event is equivalent to 10 daytime events of the same level. Noise models calculate CNEL by incorporating the SELs of individual aircraft operations experienced at a given location during an annual average day (total annual operations divided by 365) with a 4.77 dBA penalty for events occurring between the evening hours and a 10 dBA penalty for those operations occurring during the nighttime hours. The data used in the AEDT is described in **Appendix J** of the EIS.

The General Study Area, which is presented in **Exhibit 3.2-2** of the EIS, does not include the hillside mentioned in the comment. This General Study Area is in compliance with Paragraph B-1.4 of FAA Order 1050.1F, which states *“An airport environs study area must be large enough to include the area within the DNL 65 decibels (dB) contour and may be larger.”* Thus, the General Study Area boundary is based, in part, on the current 65 dBA Community Noise Equivalent Level (CNEL) noise contour, with the boundary lines expanded to follow major roadways in the area. Although the AEDT noise model, which is the FAA-approved noise model, includes topography as an input to the model, the hillsides in the southern San Fernando Valley are not in the General Study Area. Also see Topical Response A: Expand Study Area.

The comment stating that the noise analysis contained in the EIS is invalid is not correct. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Response K: Noise.

4. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the

environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

5. Comment noted.
6. Comment noted.

Commenter P-106
Darryl Frank

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-106

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-107**Vanessa Frank**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-107

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-108
Llyswen Franks

Before anything goes forward at Burbank Airport the FAA needs to address the problem it has caused by illegally shifting the paths from Burbank Airport departures (and now also arrivals).

1

Improving the terminal will allow larger jets and an increase of planes over the heads of people in the Santa Monica mountains who have been suffering since the FAA rolled out their flawed plan of creating super highways of planes that they call NextGen. Last Sunday was HORRIBLE with a plane over our formerly quiet home every minute or two from either Burbank Airport or Van Nuys airport. HOW CAN YOU POSSIBLY PUT US UNDER BOTH AIRPORTS AND DESTROY OUR HOMES LIKE THIS? Do you have any concept of the torture it is to have hundreds of planes - when you used to have at most 10 - go over you in one day beginning at the crack of dawn and going on until 11pm (and Van Nuys all night long)?

2

I am opposed to any changes to Burbank Airport unless these paths are shifted back to where they have been historically and the FAA must implement the changes that the Task Force recommended or REVERT back to the historic paths.

3

RESPONSE TO COMMENTER P-108

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response E: Flight Procedures.

Commenter P-109
Masami Fukuhara

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-109

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-110
David Gaines

The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

1

AND Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

2

RESPONSE TO COMMENTER P-110

1. See Topical Response B: NEPA Comment Process.
2. See Topical Response A: Expand Study Area.

Commenter P-111
Jennifer Gal

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

5. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport’s airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

5

6. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

7. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

7

RESPONSE TO COMMENTER P-111

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
6. See Topical Response A: Expand Study Area.
7. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Commenter P-112
Katherine Gardner

The Hollywood Burbank Airport dramatically changed their flight path over the past 2 years without notice or study. The new flight path has dramatically altered neighborhoods and quality of life for a large segment of Los Angeles.

1

- The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

2

- Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

3

- Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

4

- The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward. This project should be put on hold.

5

• The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

6

• A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

7

Taxi time will be cut in half, facilitating rapid-fire departures.

8

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

9

Finally, in closing, COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis..

10

RESPONSE TO COMMENTER P-112

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Responses N: Connected Actions and E: Flight Procedures.
3. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state

that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

4. See Topical Response E: Flight Procedures.
5. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
7. See Topical Response F: Aircraft Operations and Enplanements.
8. See Topical Response F: Aircraft Operations and Enplanements.
9. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

10. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

Commenter P-113**Stephen Georgiandis**

Below are seven reasons why I want the expansion project TO NOT move forward.

1. The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

1

2. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

5

3. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

6

4. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

7

5. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

8

6. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

9

7. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

10

RESPONSE TO COMMENTER P-113

1. See Topical Response B: NEPA Comment Process.
2. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.

6. See Topical Response N: Connected Actions.
7. See Topical Response A: Expand Study Area.
8. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
9. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
10. Comment noted.

Commenter P-114
Heather Lea Gerdes

I am suffering here in Studio City and am concerned about what has taken place using NextGen tech to fuel airport expansion without concern for residents and businesses. This area should not turn into an amalgamation of two adjacent airports to become a project that pushes the Valley into the replication of Phoenix airport.

1

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

3

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

6

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

7

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

8

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

9

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

10

RESPONSE TO COMMENTER P-114

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period

specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

3. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Responses N: Connected Actions and E: Flight Procedures.
8. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
9. See Topical Response E: Flight Procedures.

10. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-115
Helen Giroux

The proposed replacement terminal does not solve the safety issues at Burbank Airport. The DEIS doesn't deal with the absence of the Obstacle Free Zone at the end of Runway 15 or the inadequate Runway Safety Area. These airfields are hazardous!!! FAA must include measures to correct ALL airfield SAFETY VIOLATIONS!

1

RESPONSE TO COMMENTER P-115

1. See Topical Response G: Safety.

Commenter P-116
Laurissa Gold

Dear FAA-

I am writing to oppose the new terminal in Burbank, California. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Also, impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.ew terminal in

2

We live south of the airport and the constant overhead flights are disruptive to our lives both in noise pollution and air pollution. The expansion of the flight schedule will only make things much much worse.

3

Thank you,

Laurissa Gold

RESPONSE TO COMMENTER P-116

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).
3. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS.

Commenter P-117
Denise Gruska

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

1

Also, Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

2

Thank you.

RESPONSE TO COMMENTER P-117

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
2. See Topical Response A: Expand Study Area.

Commenter P-118
Jay Gruska

Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

RESPONSE TO COMMENTER P-118

1. See Topical Response A: Expand Study Area.

Commenter P-119**Michele Gruska**

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns!

4

RESPONSE TO COMMENTER P-119

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-120
DC Hagen

Too loud. Too often. Too much. Fix the flight path. My business is recording and it has been totally disrupted by these planes. When I bought this house it was quieter here.

1

RESPONSE TO COMMENTER P-120

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-121
Robert Hanna

The FAA has done a worse job on the ridiculous Burbank Airport terminal expansion and egregious flight path changes than you did with the Boeing Max jet. I can't wait until a new administration clears out all the incompetents with new and smart employees, especially at the top.

1

RESPONSE TO COMMENTER P-121

1. Comment noted.

Commenter P-122**Marykate Harris**

1. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

2. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

4. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

7

5. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

8

6. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

9

7. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA’s DEIS, the “Purpose and Need” is DIFFERENT from what Burbank voters approved. The FAA added the “purpose” of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

10

8. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

11

9. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

12

10. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

13

11. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

14

RESPONSE TO COMMENTER P-122

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. See Topical Response A: Expand Study Area.
7. See Topical Response L: Socioeconomics.
8. See Topical Response E: Flight Procedures.
9. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the

Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.

10. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
11. See Topical Response E: Flight Procedures.
12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.
13. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
14. Comment noted.

Commenter P-123
Paul Hatfield

777 S. Aviation Blvd, Ste 150
El Segundo, CA 90245
(424) 405-7283



From: Paul Hatfield <paulshatfield@gmail.com>
Sent: Thursday, October 22, 2020 1:43 PM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Cc: Gregor, Ian (FAA) <Ian.Gregor@faa.gov>; John Anderson <john@cerrell.com>
Subject: Replacement Terminal at BUR

I support the construction of the new terminal at BUR.

1

As one who has flown frequently from that airport, I can fully appreciate the importance of improved safety the replacement terminal will offer as a result of being set back farther from the runway.

I am also encouraged that the terminal may facilitate use of the 737 MAX once it returns to service. The MAX is a quieter aircraft and carries more passengers than the average 737.

Please feel free to contact me if I can help. There is much emotional and irrational opposition to the replacement terminal from certain well organized groups in the south San Fernando Valley that needs to be countered.

Sincerely,
Paul Hatfield, CPA, MBA
Former President, Valley Village Homeowners Association
818-903-4577

Sent from [Mail](#) for Windows 10

RESPONSE TO COMMENTER P-123

1. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-124
Catherine Hayes

It is unconscionable to subject the residents living in these new flight paths to the constant stress of noise and air pollution two hundred plus times a day. Then there is the increased risk of fire in The Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Jets flying low over homes, parkland and wildlife escalates our vulnerability to the threat of fires. We need to have some peace and tranquility restored to our homes and not the constant unnerving loud thunder and rumble of jets throbbing in our ears. These flight paths must be changed back to historical patterns.

1

RESPONSE TO COMMENTER P-124

1. Comment noted. See Topical Responses J: Hazards and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-125
Vicky Herman

I am against the replacement terminal. I speak for thousands who have been abused, tortured, and pummeled by nonstop planes out of Burbank airport over 3.5 years under FAA Metroplex. I bought my home in 2003 Largely due to the fact that I had an assessor's paper which clearly stated I was not in the flight path being 10 miles from Burbank Airport. In the 17 years I've lived in the home I have never heard or seen a plane near my home. Then in 2018 I woke up to 225 planes crashing my house from BUR. & VN. Unprecedented in the United States the two airports are sharing the same NEXTGEN departure path and arrival paths. These compressed paths are destroying families & putting us in jeopardy in high fire zones.

1

Given COVID, homes & lives destroyed from LA fires, & small businesses losing their livelihood it is unconscionable that BUR. would EVER consider an expansion at a time like this.

2

I oppose the terminal without a fix NOW to NextGen and a rejection of the task force recommendations. There are law suits in process and it is irresponsible that BUR. & FAA would consider this.

3

RESPONSE TO COMMENTER P-125

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response E: Flight Procedures.

Commenter P-126
James Hornstein

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

2. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

5

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

4. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

7

5. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

8

6. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

9

10. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,500 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

10

7. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

11

8. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid.

12

9. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway

13

10. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

14

RESPONSE TO COMMENTER P-126

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.
6. See Topical Response A: Expand Study Area.
7. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

8. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
9. See Topical Response L: Socioeconomics.
10. See Topical Response E: Flight Procedures.
11. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
12. See Topical Response E: Flight Procedures.
13. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
14. See Topical Response E: Flight Procedures.

Commenter P-127**Brittany Horowitz**

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

2

Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

3

FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

4

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

5

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

6

Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

8

Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

9

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

10

Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith.

11

Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

12

RESPONSE TO COMMENTER P-127

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
3. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
4. See Topical Response L: Socioeconomics.
5. See Topical Response E: Flight Procedures.
6. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization’s (ATO’s) amendments to departure routes from the Airport as part of the FAA’s Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
7. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

8. See Topical Response E: Flight Procedures.
9. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

10. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
11. Comment noted.
12. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-128
Brittany Horowitz

The Replacement Terminal is inextricably related to the flight paths that the FAA ADMITTED shifted south, and it MUST NOT go forward until the flight paths are changed back to historical patterns.

1

This is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. FAA, please consider the thousands of homeowners and residents who have petitioned AGAINST this terminal and who want the flight paths to revert to historic patterns.

2

RESPONSE TO COMMENTER P-128

1. See Topical Response E: Flight Procedures.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-129

Jeffrey Horowitz

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

Furthermore, the process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

2

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

3

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

6

Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

7

And finally, the Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

8

RESPONSE TO COMMENTER P-129

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response B: NEPA Comment Process.
3. See Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response E: Flight Procedures.
7. See Topical Response N: Connected Actions.
8. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions"

related to the location of the existing passenger terminal building, see Topical Response G: Safety.

Commenter P-130**Lionel Hry**

There are at least two major flaws in the Surface Traffic Analysis of the Environmental Impact Statement. Any one of these flaws presents a basis for a CEQA lawsuit challenging the validity of the document. These flaws and/or omissions include the following:

1

1. The surface traffic analysis does not contain a proper vehicle miles traveled analysis. Senate Bill 743 updates CEQA guidelines to require a vehicle miles traveled (VMT) analysis. The current draft EIR does not contain a vehicle miles traveled analysis.

2

2. The total traffic growth forecast only utilizes historic airline passenger statistics and Forecast using FlightAware data, but does not account for the increase in airport passenger traffic due solely to the actual replacement terminal project itself thus severely underestimating the total airport passenger traffic. The current analysis assumes that the replacement terminal project will generate the same amount of passenger traffic as the current terminal and then inflates the traffic using Flight Aware data when in actuality the replacement terminal project will generate some percentage of additional passenger traffic over the existing terminal. The additional percentage of passenger traffic should be added to the airport passenger traffic prior to the future year projections being calculated. By way of example if historic existing terminal passenger traffic has a value of 100, then there needs to be a factor that increases existing terminal passenger traffic solely based on the increased passenger traffic estimates generated by a new more-modern and attractive facility independent of overall airline passenger growth projected by FlightAware data and other projection methodology.

3

IN addition to the issues with the surface traffic analysis, the entire project area studied in the Environmental Impact Statement is incorrect because Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the NewCommunity - are not within either the detailed or indirect study area. This flaw in the EIS only is grounds to necessitate a supplemental study prior to the approval of the replacement terminal project.

4

RESPONSE TO COMMENTER P-130

1. Comment noted.
2. The comment noting that Senate Bill 743 updated the California Environmental Quality Act (CEQA) guidelines to require a vehicle miles traveled (VMT) analysis is referencing a CEQA requirement. However, the EIS is a federal government document prepared under the National Environmental Policy Act (NEPA). Senate Bill 743 does not apply to NEPA documents. Thus, this CEQA requirement is not applicable to the EIS and no revision in the surface traffic analysis is needed.
3. The number of future forecast passengers with the implementation of the Proposed Project would be the same as the number of future forecast passengers with the No Action Alternative for both 2024 and 2029. Thus, the surface traffic analysis presented in the EIS is accurate. Also see Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response A: Expand Study Area.

Commenter P-131**Richard Hull**

1. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

2. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

4. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

7

5. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

8

6. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

9

7. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA’s DEIS, the “Purpose and Need” is DIFFERENT from what Burbank voters approved. The FAA added the “purpose” of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

10

8. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

11

9. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

12

10. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

13

11. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

14

RESPONSE TO COMMENTER P-131

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. See Topical Response A: Expand Study Area.
7. See Topical Response L: Socioeconomics.
8. See Topical Response E: Flight Procedures.
9. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land

adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.

10. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

11. See Topical Response E: Flight Procedures.

12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

13. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

14. Comment noted.

Commenter P-132
Paula Hutchings

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

RESPONSE TO COMMENTER P-132

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

Commenter P-133**Mark Indig**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-133

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-134
Alexander Izbicki

The expansion of Burbank airport at the cost of disturbing the surrounding community is absolutely unreasonable. The new waypoints have shifted the flight path that are in place have decimated the quiet and peace and tranquility of a new group of people who were never aware of these upcoming changes and should be reverted back to the original way points. The expansion would only exacerbate the problem as the plane shift now into wildlife hillside and at an elevated rate. This expansion is purely being done For the sake of commerce and selling Amazon packages to more people. It is not serving the community. If the expansion would like to take place please shift flight paths over Burbank and Pasadena who own the airport and stop infecting more Environmental pain onto the surrounding communities of Studio City Sherman Oaks and Valley Village. I wholeheartedly am against the Burbank expansion in any way shape or form.

1

RESPONSE TO COMMENTER P-134

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-135
Lacey James

Please accept these comments below:

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-135

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-136
Charles Jennings

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

2. The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

2

3. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

3

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

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Taxi time will be cut in half, facilitating rapid-fire departures.

5

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

6

4. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

7

5. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

8

RESPONSE TO COMMENTER P-136

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response B: NEPA Comment Process.
3. See Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response E: Flight Procedures.
7. See Topical Response N: Connected Actions.
8. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions"

related to the location of the existing passenger terminal building, see Topical Response G: Safety.

Commenter P-137**Lorraine Jonsson**

Before the covid-19 pandemic and the subsequent major reduction of air traffic, life was unbearable. The disproportionate, excessive and relentless air traffic at all times of the day and night over my hillside home was unconscionable, unfair and wrong. The silver lining to this horrific pandemic is that we have a much needed respite due to the decrease in flights. There is no way that we can go back to pre covid-19 flight patterns that devastated our lives and peace of mind.

1

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

RESPONSE TO COMMENTER P-137

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Responses N: Connected Actions and E: Flight Procedures.
3. See Topical Response E: Flight Procedures.

Commenter P-138
Pejman Katiraei

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

RESPONSE TO COMMENTER P-138

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.

Commenter P-139**Doron Kauper**

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

2. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

5

3. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

6

4. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

7

5. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

8

6. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

9

7. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

10

8. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA’s Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon’s new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

11

9. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA’s DEIS, the “Purpose and Need” is DIFFERENT from what Burbank voters approved. The FAA added the “purpose” of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

12

10. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

13

11. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

14

RESPONSE TO COMMENTER P-139

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures.
6. See Topical Response N: Connected Actions.
7. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
8. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
9. See Topical Response L: Socioeconomics.
10. See Topical Response F: Aircraft Operations and Enplanements.

11. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.
- The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
13. See Topical Response E: Flight Procedures.
14. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

Commenter P-140**Julie Keegan**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-140

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-141**Kevin Keegan**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-141

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-142
Mayya Keynigshteyn

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

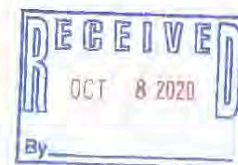
2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely



Name Mayya Keynigshteyn
Address 12020 Guelin H #207
Studio City CA 91604



RESPONSE TO COMMENTER P-142

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. As for the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-143**David Kimball**

1. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

2. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

3. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

6

4. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted “southern shift” in flight paths.

7

5. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

8

6. Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

9

7. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

10

8. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

11

9. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

12

10. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

13

11. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

14

RESPONSE TO COMMENTER P-143

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. See Topical Response A: Expand Study Area.
7. See Topical Response L: Socioeconomics.
8. See Topical Response E: Flight Procedures.
9. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.

10. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.
- The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
11. See Topical Response E: Flight Procedures.
12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election. Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.
13. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
14. Comment noted.

Commenter P-144
Martin Klein

Airplane noise is very disruptive to my families life. Planes are frequently flying over my home an the noise causes me and my family and friends that visit to stop conversations or to pause the tv until the plane noise stops.

1

Some of this noise is from low flying helicopters. Those also should be regulated.

2

Not only is it the noise but also the pollution caused by aircraft.

3

A larger terminal will mean more flights and more disruption of life.

4

If the aircraft were less noisy and emitted less pollution, I would change my opinion but as things are at this time, I and my family are opposed to an expansion of the Burbank Airport.

5

RESPONSE TO COMMENTER P-144

1. Comment noted.
2. Comment noted.
3. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
4. See Topical Response E: Flight Procedures.
5. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-145
Ewelina Kosciow

The runway will create more space and thus allow larger jets to take off. We are already burdened by low flying loud jets and this will make the problem even worse. The new flight path will create a line of jets that will continue to bombard the neighborhood. It will allow for more flights. This neighborhood was not studied in the EIS and needs to be done so.

1

Also, the terminal that Burbank residents voted on was the same size of the Current one but the new terminal will be 50% larger.

2

RESPONSE TO COMMENTER P-145

1. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Responses D: Other Alternatives and E: Flight Procedures.
2. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

Commenter P-146
Michael Kramer

Expanding the airport capacity at BUR without regard for the neighborhoods BUR is impacting now is unacceptable for the following reasons: -VNY is absorbing air traffic from Santa Monica Airport due to their runway shortening; -the 2019 Opening of Gulfstream VNY, 2nd in nation maintenance facility for business jets; -US Customs office opens & expands hours for international jets to arrive at VNY; - No enforceable nighttime curfew at BUR or VNY
A lawsuit may be the only way to affect change on this matter, but it is our hope that the FAA will act responsibly.

1

RESPONSE TO COMMENTER P-146

1. Comment noted. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, please see Topical Response J: Aircraft Operations and Enplanements.

Van Nuys Airport is not in the General Study Area. For a discussion of the study areas used in the EIS, see Topical Response A: Expand Study Area. For a discussion of cumulative projects, see Topical Response M: Cumulative Impacts.

Commenter P-147**Jennifer Krause**

The EIS purposefully and completely ignores the noise and environmental impacts on the greater area of the East San Fernando Valley. It uses the 65 decibel noise contour, which is ridiculous - the issue is that the noise and pollution is negatively impacting the whole valley, not just a tiny area immediately around the airport.

1

The claim that the construction of the terminal has no connection to the flight paths and noise is false. If the runways are reconstructed and changed so that the flight paths go north instead of south (which they could already do), the noise issues would be massively mitigated. This could be directly connected to the terminal construction.

2

To continually avoid the question of noise and pollution by saying that this project has no impact on these issues, is just a lie and won't be tolerated by the residents.

3

We want an EIS that takes the whole valley into account and analyzes how the construction could help mitigate noise and pollution issues. As you have seen in the public workshops, this is the #1 most important issue to the majority of valley residents. Please take this into account and consider alternatives to the airport runways. Regardless of your claims, the residents will not support any airport construction that does not first address these critical issues.

4

RESPONSE TO COMMENTER P-147

1. See Topical Response A: Expand Study Area.
2. As stated in **Section 2.4.5** of the EIS, the FAA analyzed the feasibility of an alternative that would result in the relocation of the existing runways at the Airport to be away from the existing passenger terminal building or constructing an additional parallel Runway 8-26 in an effort to comply with all current FAA standards. However, the reconfiguration of the airfield would not result in the existing passenger terminal building meeting State building standards or improving utilization and operational efficiency of the passenger terminal building. As stated in **Section 2.4.5** of the EIS, this alternative does not achieve the Purpose and Need of the Proposed Project and was eliminated from further consideration.
3. Comment noted.

4. See Topical Response A: Expand Study Area.

Commenter P-148
Sandra Krist

I live in Studio City and the number of low flying EXCRUCIATINGLY LOUD jets over my house force conversations to cease when we are outside--and sometimes even when we are inside. It's AWFUL, and adding capacity to the airport in any way without dealing with that issue borders on criminal. The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-148

1. Comment noted. See Topical Responses N: Connected Actions and E: Flight Procedures.

Commenter P-149
Linda Kristman

Stop the new terminal or change flight paths.

1

RESPONSE TO COMMENTER P-149

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-150
Bill Kulchin

The public has been inhibited in several ways from the rightful opportunity to participate in the environmental review process.

1

1. The call-in number for the public hearing was missing a final digit, requiring callers to try multiple times (as many as ten) to participate in the hearing.
2. Callers were repeatedly disconnected when following the prompts to join the Zoom hearing.
3. This comment form incorrectly states the comment period deadline as Monday, October 27, 2020.

The inadequate and incorrect information provided by the FAA and the Airport has misguided the public and has (intentionally or not) served to limit public participation in the DEIS review process. The public hearing and comment period need to be reopened to legitimately allow for public involvement

RESPONSE TO COMMENTER P-150

1. See Topical Response B: NEPA Comment Process.

Commenter P-151
Shelagh Kulchin

• COVID-19 creates special problems for full participation and comment on the DEIS, a critical part of the environmental review process. In-person hearings raise health risks, while virtual hearings create differential access for communities with lesser access to the Internet. The allowed comment period to review the DEIS is inadequate and insufficient. It needs to be extended to at least 120 days to give the public a rightful chance to fully participate in this process.

1

• Since the original Scoping Report, BUR has seen a tremendous drop in passengers due to COVID-19. The long-term effect of the Pandemic on demand for air travel is unknown. Although the Terminal project addresses safety issues, the scope of the Project may no longer align with need and should be re-evaluated. The DEIS needs to be re-assessed to account for Pandemic and post-Pandemic conditions.

2

• The FAA and the Airport have taken the stance that the Physical Airport is unrelated to Air Traffic. We disagree. By making this distinction they are, in effect, suppressing objection to the Terminal project. In deflecting and redirecting grievances over flight paths and the Project's likely increase in flights, these agencies are neglecting to thoroughly study and disclose the full impacts of the Terminal project. Residents of the Santa Clarita Valley are now experiencing the negative effects of NextGen with flights in and out of BUR and are concerned about the cumulative effects of the Terminal project. The FAA and the Airport have an overarching responsibility to the public and cannot claim the Airport is separate from its operations. The Terminal project is undeniably related to recent flight path changes over the Santa Clarita Valley and must not go forward until flight paths are changed back to historical patterns.

3

• The FAA and Airport assert that the Project is a replacement and not an expansion. By our calculation, the increase in size from 232,000 sq' to 355,000 sq' is a 53% expansion. Residents believe the new terminal (with more efficient passenger flow, faster luggage turnaround, and the addition of ground transportation services), coupled with the already-implemented NextGen procedures will undoubtedly lead to even more flights, more noise and more pollution overhead. By denying the Project is an expansion, the DEIS misrepresents the project and misleads decisionmakers. The DEIS must accurately depict the project and, as part of a mitigation plan for the indisputable expansion of the facility, a cap must be placed on future operations. All communities that are affected by air traffic in and out of BUR (see General Study Area below) must have input on what that limit will be.

4

• The FAA and Airport claim the Project will not increase flights, yet other activity suggest otherwise: The new parking structure will retain the current number of public parking spaces (6,637), yet the DEIS calls for "construction of a storage and staging area for ground transportation vehicles (taxis, shared vans, Uber, Lyft, etc.)" An Amazon Distribution Center is being built as part of the Avion project (as well as a 166-room hotel). A Highspeed Rail project has been proposed for the same area. Only impacts of construction-related air quality of the Avion and Highspeed Rail project were studied. Increased accessibility and efficiency of the new terminal- coupled with added ground transportation services, the draw to offices, restaurants, retail and hotel related to the Avion project, additional flights and trucks associated with the Amazon Distribution Center and the introduction of a Highspeed Rail will result in increased noise, pollution and an influx of visitors. The DEIS fails to analyze and disclose the impacts generated by these uses which are cumulative and project related. The omission of the analysis constitutes a serious failure to disclose the full extent of impacts and deprives decisionmakers of vital information needed to make a fair decision.

5

• The General Study Area of the DEIS covers roughly 7.5 square miles and does not include Santa Clarita which is being impacted by flights in and out of BUR. The General Study Area fails to accurately represent the true impacts on all communities that will be effected- to any extent- on land and in the air- by noise, visual intrusions, pollution, decreased property values, loss of privacy, and the loss of a reasonable expectation of continued enjoyment of their homes, yards and neighborhoods. The General Study Area should, at least, include all areas where 95% of departing aircraft are below 10,000 feet altitude Above Ground and 95% of arriving aircraft are below 7,000 feet altitude Above Ground, as did the SoCal Metroplex project.

6

- Measure B for the Project was inequitably voted on by Burbank residents only. A new vote on the Project should be put to all communities affected by BUR operations (see General Study Area above).

7

RESPONSE TO COMMENTER P-151

1. See Topical Response C: Extend Comment Period.
2. See Topical Response E: Flight Procedures.
3. See Topical Response E: Flight Procedures.
4. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, the Proposed Project would not change the noise impacts described in the comment. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the noise analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Mitigation in the form of limits on the number of aircraft flights is not required and it outside the scope of the EIS.
5. As stated in **Section 1.2.3** of the EIS, the Terminal Area Forecast, which is the FAA's approved forecast for enplanements at all airports throughout the United States, was used to identify the increase in enplanements at the Airport. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements. Each of the examples that the commenter suggests have an influence on the number of passengers at the Airport are actually projects that would be implemented to accommodate the forecasted number of passengers to use the Airport. Thus, the analysis contained in the EIS accurately reflects the impacts of the Proposed Project compared to the No Action Alternative. As stated in **Section 3.16** of the EIS, the other projects identified in the comment are included as cumulative projects in the EIS. Also see Topical Response M: Cumulative Impacts.

The Amazon delivery station cited in the comment would be a warehouse operation and would not be an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station.

6. See Topical Response A: Expand Study Area.
7. Comment noted.

Commenter P-152
Lloyd Kurtz

When in full capacity in the past year, the noise was unbearable over my house for 12 hours a day. Expansion would be impossible to live with. Make more runways that lead in a different direction from Studio City. Also I want the same consideration that the immediate neighbors to the airport received, triple pane windows and new HVAC units on all of our houses.

1

RESPONSE TO COMMENTER P-152

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-153
Oleg Kushnirovich

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1


I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely


Name Oleg Kushnirovich
Address 12026 GURIN ST # 207
Studio City, CA 91604



RESPONSE TO COMMENTER P-153

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-154

T L⁶⁵

THE (F)RAUDULENT (A)DMINISTRATION of --- AND BUR AIRPORT CONSIST OF LYING, SCUMBAG CRIMINALS!!!!!! THE RESIDENTS OF STUDIO CITY, SHERMAN OAKS, BENEDICT CANYON-BEVERLY HILLS, ENCINO AND BEL-AIR VEHEMENTLY OPPOSE YOUR TERMINAL EXPANSION. YOU WILL NEVER GET ANY EXPANSION UNLESS YOU COWARDS CHANGE YOUR FLIGHT PATHS BACK TO THE HISTORICAL ROUTES!!!!!!

1

RESPONSE TO COMMENTER P-154

1. Comment noted. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements.

⁶⁵ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-155

Tony L⁶⁶

To the (F)RAUDULENT (A)DMINISTRATION of (A)---:

1

You're all lying, scumbag ---! THE FRAUDULENT ADMINISTRATION of --- (FAA) is NEVER going to get any expansion passed at --- BURBANK AIRPORT until it changes all flight paths back to where they historically were!!! NEVER!!!!!!

ALL FLIGHTS WILL SOON BE RE-ROUTED OVER THE 101 FREEWAY BECAUSE THE FRAUDULENT ADMINISTRATION of --- WILL BE FORCED TO DO IT- FORCED!!!!!! You're all SINISTER, LYING ---!!!!!!

2

This is absolutely preposterous, unacceptable and needs to be changed, effective immediately.

3

Flights heading North need to takeoff NORTH from Burbank Airport, not South!!!!!! Vectoring the planes over useless waypoints (over residences and schools) in our Santa Monica Mountains is extremely dangerous and detrimental to every living being in existence!!! Words cannot explain how hazardous and imbecilic this idea was!!!!

4

There are many industrial zones (especially the 101 and 170 freeways) in the San Fernando Valley that can accommodate this type of abhorrent, incredibly loud and intolerable, chaotic noise. Benedict Canyon is a quiet and peaceful neighborhood that has never (in its history) had to deal with commercial airliners screaming at its residents every 2 minutes of every day (like it now is). Change the flight paths back to where they should be- AWAY FROM QUIET RESIDENTIAL NEIGHBORHOODS!!!!!!!!!!

5

RESPONSE TO COMMENTER P-155

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

⁶⁶ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

2. Comment noted.
3. Comment noted.
4. See Topical Response D: Other Alternatives.
5. See Topical Response E: Flight Procedures.

Commenter P-156

Tony L⁶⁷

The FAA is a treasonous, despicable organization!!!!

1

Burbank Airport is a death camp that sends its aircraft over the Santa Monica Mountains, endangering the lives of many thousands of people and wildlife!!!

2

Raquel Grivin, Ian Gregor, Teri Bristol, Stephen Dickson, Burbank Airport Commission personnel and many others need to be imprisoned immediately for crimes against the citizens of Studio City, Sherman Oaks, Benedict Canyon (Beverly Hills), Bel-Air and Encino!!!!

3

THERE WILL BE NO --- EXPANSION AT YOUR --- AIRPORT UNTIL THE FRAUDULENT ADMINISTRATION OF --- RE-ROUTES ALL FLIGHTS BACK OVER THE 101 FREEWAY!!!!

4

RESPONSE TO COMMENTER P-156

1. Comment noted.
2. Comment noted.
3. Comment noted.
4. Comment noted. See Topical Response E: Flight Procedures.

⁶⁷ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-157
Tony L⁶⁸

KEEP YOUR --- AIRCRAFT OUT OF THE MULHOLLAND CORRIDOR AND BENEDICT CANYON, YOU --- LYING, SINISTER ---!!!!

1

RESPONSE TO COMMENTER P-157

1. Comment noted.

⁶⁸ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-158
Tony L⁶⁹

NO TERMINAL EXPANSION!!!! NO TERMINAL EXPANSION!!!! TERMINATE THE
TERMINAL EXPANSION!!!!!!

1

---, dilapidated, 4th-rate BUR Airport is just as complicit in the sinister NextGen
fiasco as is the Fraudulent Administration of ---!!!!

2

There will be NO EXPANSION!!!!!!!!!!!!

3

Switch the flight paths back to where they historically were and keep our Santa
Monica mountains quiet, you ---!!!!

4

RESPONSE TO COMMENTER P-158

1. See Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted.
3. Comment noted.
4. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

⁶⁹ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-159

Tony L⁷⁰

TO ALL THE LYING SCUMBAGS AT THE FAA (FRAUDULENT ADMINISTRATION OF ---) AND DILAPIDATED BURBANK AIRPORT: STOP ALL THE --- MADNESS RIGHT NOW AND RE-ROUTE ALL FLIGHT PATHS BACK OVER THE 101 FREEWAY AREA!!!! KEEP ALL YOUR DEATH INSTRUMENTS OUT OF THE SANTA MONICA MOUNTAINS AND THE MULHOLLAND CORRIDOR, YOU SINISTER IMBECILES!!!!

1

RESPONSE TO COMMENTER P-159

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

⁷⁰ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-160**Matt Labate**

1. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

2. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

3. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

6

4. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

7

5. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

8

6. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

9

7. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

10

8. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

11

9. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

12

10. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

13

11. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for Analysis to be valid.

RESPONSE TO COMMENTER P-160

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
7. See Topical Response A: Expand Study Area.
8. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
9. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
10. See Topical Response L: Socioeconomics.
11. See Topical Response E: Flight Procedures.

12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

13. See Topical Response E: Flight Procedures.
14. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

Commenter P-161
Sarah Lambert

The EIS does not adequately cover all the areas that have been greatly impacted by air traffic and jet noise including my home. My house is miles away from the airport in the foothills of the Studio City neighborhood. Planes coming out of Burbank fly directly over my house and are extremely loud and disruptive to our quality of life. We work from home and have to pause work calls to let planes pass because it's so loud.

1

We have been negatively impacted by the constant air traffic and the airlines, FAA and Burbank airport don't seem to care. Why was the path put over our house with no consideration to inhabitants below? Years of daily flights.

2

We want the flight path changed to spread the impact and the EIS does not cover us who are hugely impacted.

3

Stop the expansion of the airport and do a proper EIS!

4

RESPONSE TO COMMENTER P-161

1. Comment noted. See Topical Response A: Expand Study Area.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
3. See Topical Response E: Flight Procedures.
4. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-162
Jennifer Langheld

REPLACEMENT TERMINAL UNACCEPTABLE. ITs a big NO. NO THANK YOU - this sad outdated airport has already destroyed enough lives, families, wildlife communities.

1

I mean - lets start with the fact that the damage and danger that Burbank Airport has caused to surrounding communities over the past 4 years is simply an unprecedented travesty. Its sickening, greedy, and corrupt. Residents south of Burbank Airport who NEVER had air traffic before have been bombarded and attacked with over 200+ low flying jets a day, completely blindsided and without proper warning or consideration. Its COMPLETELY disgusting and shameful. Children have shown up to "task force" meetings begging and pleading for the peaceful schoolyards and playgrounds back. Kids that have been robbed of a peaceful night's sleep because of low flying planes waking them up late at night. REMINDER - communities South of the 101 NEVER had this before, so stop insulting us by saying nothing has changed. Enough with the gaslighting. The airport and FAA continuing to claim this look like fools - stop embarrassing yourselves.

2

That said - Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

3

RESPONSE TO COMMENTER P-162

1. Comment noted. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
2. Comment noted. As discussed in **Section 4.12.3** of the EIS, the environmental analysis found that when compared to the No Action Alternative there would be no significant impacts related to children's environmental health and safety as a result of the Proposed Project.
3. See Topical Response A: Expand Study Area.

Commenter P-163
Marguerite Lathan

Our family is disheartened at the thought that we will have a major airport near these residential neighborhood.

1

We understand that there is a huge need for air transport in Los Angeles but the environmental impact is monumental if we expand Burbank airport and we not only will suffer, but our children and grandchildren will pay the price.

2

More Asthma, respiratory illnesses as children are on the playground as the jet fumes and fuel seep into the atmosphere and into our trachea, lungs and brain cells.

3

RESPONSE TO COMMENTER P-163

1. Comment noted.
2. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
3. Comment noted. As discussed in **Section 4.12.3** of the EIS, the environmental analysis found that when compared to the No Action Alternative there would be no significant impacts related to children's environmental health and safety as a result of the Proposed Project.

Commenter P-164**Evan Lawrence⁷¹**

When we bought our house 6 years ago we would hear maybe 5 planes a day. Since the change in flight paths we now hear over 75 planes per day. We get woken up at all hours, cannot nap. We cannot watch television with the windows open, in fact we can't do anything inside with the windows open. adding a new terminal and more flights will only make our lives worse. The flight path changed without any regard for how it would effect people. I know I live in Los Angeles and airplane noise is a given, but it needs to go back to the way it was so EVERYONE is sharing this burden. People in the old flight patch bought their houses knowing about the noise above them, we did not. how can something this significant be changed without public input. do the right thing for the people in this community, not what makes money for the GLENDALE owned airport. funny how no planes head that way, and don't start with the winds, we know thats ---!

1

RESPONSE TO COMMENTER P-164

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Responses F: Aircraft Operations and Enplanements and E: Flight Procedures.

⁷¹ Expletives and inappropriate text in this comment were replaced with "---" per the guidance from the Government Printing Office style manual. The original text of this comment is available upon request.

Commenter P-165
Genevieve Lee

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

RESPONSE TO COMMENTER P-165

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

Commenter P-166
Tracy Lee

We have CONSTANT airplane noise from our home which the FAA cares nothing about. If they did care about the horrible noise from planes they would go back to the old flight routes. And not fly over North Hollywood, Toluca Lake, and Studio City areas. But go back to flying over the industrial areas of the San Fernando valley like the Burbank airport used to do and have exponentially less neighborhood complaints.
So I FULLY OPPOSE any new terminals to this airport until the flight routes have been changed permanently to the old routes over Sunland.

1

RESPONSE TO COMMENTER P-166

1. Comment noted. Also see Topical Response E: Flight Procedures.
Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-167
Tracy Lee

This is completely UNACCEPTABLE! Our neighborhood has a constant stream of LOUD AND LOW flying airplanes from Burbank Airport that is horrible! And I do NOT think a new terminal should be built! Fix the flight paths to go BACK to the old paths 1st please!

1

RESPONSE TO COMMENTER P-167

1. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-168**Pascal Leister**

I support Studio City for Quiet Skies opposition to the new terminal in all points. Furthermore I would like to bring to your attention that in the environmental impact study the do-nothing alternative and the new terminal solution are deemed to have identical impacts on noise pollution etc. - if that was the case, why are the runways being extended? That clearly hints at a plan to fly bigger jets that produce more noise and pollution.

1

The planning commission should reconsider placing the airport outside of the San Fernando Valley, for example into the Antelope Valley. The current airport could be redeveloped into much needed housing. I suggest keeping a terminal at the current site and connecting it via highspeed rail / hyperloop to the airfield in the AV. The result would be a win on multiple fronts: 1) Better living standard by reducing noise and air pollution in the SFV resulting in a healthier population and increased property values 2) bringing much needed infrastructure and economic stimulus to the AV 3) keeping the convenience of BUR by keeping check-in in Burbank 4) implementation of a world first future proof mass transportation technology (hyperloop) in L.A. County that will make local companies world leaders in this technology. The pre-covid status quo is unsustainable and will lead to a public health crisis and depopulation of the SFV in the long term.

2

As an alternative I would support building a new terminal if, in exchange, the runways are shortened, flight hours have a mandatory (not volunteer) curfew between the hours of 22:00 and 8:00 and lastly flights are limited in number and to small jets that are limited in passenger capacity (50 or less), noise and particle emissions. Freight operations should be moved out of the SFV entirely for noise and pollution reasons. Thank you!

3

RESPONSE TO COMMENTER P-168

1. The comment stating that the runway would be extended is not correct. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS.

Also, the Joint Powers Agreement⁷² that forms the Authority, prohibits changes to the runway. Thus, the Proposed Project would not result in bigger jets as stated in the comment and the noise impacts would be the same with the Proposed Project as for the No Action Alternative.

2. **Section 2.4.1** of the EIS describes an alternative of constructing a new airport at a location away from the populated area of the San Fernando Valley. **Section 2.5.1** of the EIS indicates that this alternative is not practical and feasible to implement and was eliminated from further consideration.
3. Comment noted. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

⁷² City of Burbank. (1991, September 15). *Amended and Restated Joint Exercise of Powers Agreement Among the Cities of Burbank, Glendale and Pasadena Creating an Agency to be Known as the Burbank-Glendale-Pasadena Airport Authority*, page 2. Retrieved April 2021 from City of Burbank: <https://www.burbankca.gov/home/showdocument?id=34871>.

Commenter P-169
Ruth Lenorovitz

I am a 94 year old woman who has been and will be impacted by the problems with Burbank airport. I have trouble typing but want to echo the many reasons that others in my area have stated.

1

RESPONSE TO COMMENTER P-169

1. Comment noted.

Commenter P-170
Daniel Lenzmeier

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-170

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area

Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-171
Sandra Levin

Hello-I have attended meetings with the Committee set up to return the flight paths to the way they had been 2 yrs. ago when I moved to my quiet neighborhood in Studio City. I have devoted a great deal of my time to trying to represent the members of my community by begging you to understand why we are upset about the changes your newer flights have made on our lives. The planes are very frequent and are low flying. They begin early in the morning and go on well into the night (often after my bedtime). Please stop these continuous planes over my house!!!!

1

RESPONSE TO COMMENTER P-171

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-172
Sandra Levin

I decided to send another letter urging you to spread out the frequent flights over other neighborhoods n consider limiting low altitude (& noise) and early n late hrs. Of flying. It's impossible to sleep or be in my yard daytime. You're also going over Carpenle elementary school making learning impossible. I chose this area because it wasn't near Burbank or Van Nuys!

1

RESPONSE TO COMMENTER P-172

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-173**Ronald Levinson**

I oppose the draft EIS for expansion of the BUR new terminal for the following reasons (among others, which I am unable to fit in the 5,000 word limit of the online comment form):

1

1. The draft EIS fails to adequately consider the growth-inducing and cumulative impacts of the BUR New Terminal in connection with NextGen and Van Nuys expanded airport operations, including (a) VNY is absorbing air traffic from Santa Monica Airport due to VNY runway shortening, (b) 2019 opening of Gulfstream VNY, 2nd in nation maintenance facility for business jets, (c) US Customs office opens and expands hours for international jets to arrive at VNY, and (d) there is no enforceable nighttime curfew at BUR or VNY. Due to NextGen, many communities of the South San Fernando Valley, including Encino, Sherman Oaks, and Studio City feel the cumulative adverse noise, pollution and safety impacts of overhead departing and arriving aircraft from both BUR and VNY, a consequence not adequately addressed in the draft EIS.

2

2. The termination expansion project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

3

3. The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

4

4. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

5

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

6

Taxi time will be cut in half, facilitating rapid-fire departures.

7

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

8

5. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

9

6. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

10

7. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

11

8. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

12

9. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

RESPONSE TO COMMENTER P-173

1. See Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

For a discussion of cumulative projects, see Topical Response M: Cumulative Impacts.

3. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet

FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

4. See Topical Response B: NEPA Comment Process.
5. See Topical Response N: Connected Actions.
6. See Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Response F: Aircraft Operations and Enplanements.
8. See Topical Response E: Flight Procedures.
9. See Topical Response N: Connected Actions.
10. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
11. See Topical Response A: Expand Study Area.
12. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
13. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-174**Gary Lewis**

Being a homeowner here since 1997 I can tell you that the new flight paths implemented by the FAA have made our lives a living a nightmare! Pre pandemic disruptions from Burbank Airport were happening every minute or so with each one causing a disruption inside or outside. Some causing speaking to each to have to stop. As it is already unbearable, I shudder to think what it would become with the increase in flights that the expansion would create! The following points offer some additional thoughts on this proposed expansion.

1

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

2. The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

3

3. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

4

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

5

Taxi time will be cut in half, facilitating rapid-fire departures.

6

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

7

4. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are "independent" of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

8

5. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

9

6. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

10

7. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

11

8. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

12

9. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

13

10. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

14

11. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

15

RESPONSE TO COMMENTER P-174

1. Comment noted.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
3. See Topical Response B: NEPA Comment Process.
4. See Topical Response N: Connected Actions.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Response E: Flight Procedures.
8. See Topical Response N: Connected Actions.
9. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions”

related to the location of the existing passenger terminal building, see Topical Response G: Safety.

10. See Topical Response A: Expand Study Area.
11. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
12. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

13. See Topical Response E: Flight Procedures.
14. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

15. Comment noted.

Commenter P-175

Janet Loeb

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true! A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

1

Taxi time will be cut in half, facilitating rapid-fire departures.

2

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

3

In addition, the measure that was passed to move forward with designing terminal was not voted on by thousands of people who will be impacted. It was only put forth to the citizens of Burbank who will profit from a better terminal and more frequent usage.

4

And, if so much time, energy, and money is being put into this redesign, why not try to fix the problems that are plaguing communities and creating great safety and environmental hazard throughout the Santa Monica Mountains?

5

RESPONSE TO COMMENTER P-175

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response E: Flight Procedures.
4. Comment noted.
5. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-176**Laura Loftin**

THIS PROJECT MUST BE PUT ON HOLD. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-176

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-177
Joy Lotz

Property owners, residents, school children, commercial and private businesses, (including medical facilities), and employees in the areas of Studio City, Sherman Oaks, and Encino California, are at health and stress risk due to the flight patterns that have turned the sky into a 24/7 freeway. Flight patterns and schedules need immediate restructuring in order that the above named communities can have the current impact of flights (like the ones above my home after midnight) STOPPED and return to their former climate of health, calm, positivity.

1

RESPONSE TO COMMENTER P-177

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-178
Jeanie Love

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. Please bring back the 2017 flight paths that Burbank has been flying for the 25 years we have lived in our home. This is not fair, nor what we bought into!

1

RESPONSE TO COMMENTER P-178

1. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-179
Miyoko Love

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-179

1. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-180
Steve Love

Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith.

1

Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

2

RESPONSE TO COMMENTER P-180

1. Comment noted.
2. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-181
Susan Lowenstein

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

2

RESPONSE TO COMMENTER P-181

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-182**Roy Lyons**

1

I'm going to keep this very simple. The FAA is a large governmental agency comprised of different divisions with their own responsibilities.

As mentioned numerous times at yesterday's workshop, the division overseeing the replacement terminal -- terminal Burbank see themselves as the good guys. They want to tear down the old terminal and replace it with a shiny [sic] new one.

Complaints about changed air traffic patterns creating extremely noisy and unsafe conditions in hillside neighborhoods, that's another division of FAA. Those are the bad guys.

Unfortunately, the FAA has no credibility with the public. For residents of the San Fernando Valley, you are all the bad guys. We have been engaging with our elected officials and the FAA to obtain relief.

For years, the FAA wouldn't even acknowledge a problem existed. They told us it was their policy not to move noise from one neighborhood to another even though that is exactly what they did to us.

Most recently, the San Fernando Valley Task Force made numerous recommendations to the FAA to help provide relief to residents.

The FAA's response was typically FAA. They dismissed them. What was amazing to me was that the FAA failed to provide any constructive original recommendations for the community to consider to fix the problems that the FAA created themselves.

Your division made an assumption back in 2016 that air traffic will be unchanged as a result of the new terminal, simply replacing one building for another.

At the same time, another division in the FAA was beginning the implementation of a new system to do exactly that, implement a new air traffic system that would adversely impact the surrounding communities.

The FAA's actions at Van Nuys Airport and Burbank Airport a few years ago created new departure patterns that moved south towards the mountains where they did not fly previously creating hazards in noise and safety.

From the community perspective, a much more holistic approach is required. You need to address air traffic patterns, as well as the new

I strongly oppose any consideration for changes at Burbank until such time as the FAA comes to the table with meaningful solutions acceptable to the community to fix the existing noise and safety problems they've created with the introduction of NexGen.

2

RESPONSE TO COMMENTER P-182

1. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Also see Topical Response N: Connected Actions.

Chapter 4 of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Response E: Flight Procedures.

Commenter P-183

Teri Lyons

And I'm opposed to the terminal expansion to the Burbank Airport without the FAA correcting the Burbank Van Nuys steady stream of endless flights over the same trajectory path.

1

This expansion will continue to only increase the burden over the same communities. By furthering the higher passenger demands, it will only increase the demand for larger and louder jets over the same narrow jet way path.

2

As such, the proposal should be halted until the task force recommendations can be met with the FAA and the town council.

3

We've lived in the same home for 33 years. It's a canyon community in Sherman Oaks. One of the effects of living in the canyon is the magnification of sound as it bounces off the canyon walls and reverberates and echos. Sounds are louder and longer even after the noisemaker is long -- no longer even visible.

4

We already know firsthand the devastating effects of the NextGen path changes, as we've been living it for the past few years.

This constant barrage of jets from both airports impact every single aspect of life at home.

At yesterday's presentation, panelists reassured us residents that there would be no impact on flight increase as a result of the new terminal and directed all flight noise questions to a different FAA section.

5

Yet, a comment was made that the FAA has no cap on operations. Unfortunately, the FAA basically lacks credibility with the public. While these panelists may truly believe that this project will have zero impact, the community will have to live through the truth in the aftermath.

And quite frankly, I have a very different -- difficult time believing that there won't be a push for more flights resulting in more noise.

The thought of envisioning the expansion of the Burbank Airport is like a mind-blowing concept along with everything else in 2020. I oppose this expansion.

6

RESPONSE TO COMMENTER P-183

1. See Topical Response E: Flight Procedures.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. Comment noted. Also see Topical Response N: Connected Actions.
4. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-184**Heidi MacKay**

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

1

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

4

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

5

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

6

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

7

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

8

RESPONSE TO COMMENTER P-184

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Responses N: Connected Actions and E: Flight Procedures.
6. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

7. See Topical Response E: Flight Procedures.
8. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-185**Jenna Magee**

Currently, between Van Nuys and Burbank airport arrivals and departures, we have a hundred+ flights a day going south for their U-turn north, or going south to east or south to west, as well as arrivals at Van Nuys Airport; effectively, we are suffering twice per flight. BUR flights are flying more than 1 million miles a year in the wrong direction, rather than heading north from Runway 33 and east to their destinations. This has created a VORTEX of overlapping flights and unrelenting noise when they converge around Sepulveda and 101 Fwy in Sherman Oaks, it's unbearable. Increased flight volume combined with the new NextGen system, have already turned these routes into Jet SuperHighways and are no longer fanning or dispersing.

1

We can't imagine any additional increase in volume or noise coming our way from Burbank Airport due to the Terminal Expansion. Redesigning the 14 gates to handle larger jets with wider bays for bigger, noisier jets, will lead to an increase of passengers, and add to the existing volume of flights.

2

If there is going to be an increase of passengers and flights due to larger jets at the redesigned 14 gates at Burbank's Newly Expanded Terminal, they should use Runway 33 north more often. It is a more efficient path to SLAPP & OROSZ waypoints.

3

We already absorb our fair share of noise and have been since both the Burbank and Van Nuys airports opened 90 years ago. DO NOT SEND ANYMORE PLANES OVER SHERMAN OAKS NORTH OF 101 FWY.

4

RESPONSE TO COMMENTER P-185

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response D: Other Alternatives.
4. See Topical Response E: Flight Procedures.

Commenter P-186
Mitch Marcus

When we bought our Studio City home over a decade ago, the flight path of this well-established airport was very different. We didn't move into the flight path and then have a problem with it; the flight path moved over us. Decisions which add excessive noise and air pollution should not be changed in a top-down process. We, the people who suffer under this changed flight path should have a right to protect the health and safety of our families and neighborhoods. The flight path should return to the original plan created when the airport was first presented.

1

RESPONSE TO COMMENTER P-186

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-187
Benjamin Marsh

The Environmental Impact Report for the Burbank Airport Replacement Terminal is fundamentally flawed. The FAA and the Burbank Airport Authority have arbitrarily and capriciously refused to evaluate the environmental impacts caused by increased operational efficiency at the (proposed) Replacement Terminal and the illegal flight paths that the FAA implemented in 2017. The Replacement Terminal is inextricably related to the illegal flight paths that the FAA admitted shifted south. In order for the instant EIR to meaningfully evaluate the environmental impacts caused by the Replacement Terminal at Burbank Airport, the flight paths must be changed back to the historical flight patterns (both departures and arrivals). The FAA must also study the environmental impacts that will be caused when the volume of low flying passenger planes strafing the surrounding communities (i.e. noise impacts, pollution, fire safety etc.) increases even further. The manner in which the FAA has summarily sought to dismiss these environmental concerns is similar to the manner in which the FAA summarily ignored the safety concerns with the Boeing 737 MAX. In both instances the FAA willfully turned a blind eye to the health, safety and welfare of the general public. This arbitrary, capricious and morally bankrupt conduct cannot be permitted.

1

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight paths that occurred in 2017, which the FAA has publicly acknowledged and which has led to an excess of 2 Million complaints from 2017 to the present.

2

The DEIS also failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error further demonstrates the arbitrary and capricious failure of the FAA and the Burbank Airport Authority to study the environmental impacts that will be caused by the Replacement Terminal.

3

The FAA and the Burbank Airport Authority must immediately cease and desist from advancing the Replacement Terminal project any further until such time as a thorough and complete EIR is performed, including but not limited to, the issues addressed herein.

4

RESPONSE TO COMMENTER P-187

1. It is assumed that the comment is referring to the EIS and not the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) that was prepared and certified by the Authority in 2016.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. The replacement passenger terminal building project is independent of the FAA ATO's proposed flight procedure changes. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Response E: Flight Procedures.
3. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

4. The Burbank-Glendale-Pasadena Airport Authority prepared an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). The EIR was certified in 2016. FAA has no role in the preparation of a CEQA EIR. This EIS has been prepared in compliance with NEPA, as amended, Council of Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of NEPA*, FAA Order

1050.1F, *Environmental Impacts: Policies and Procedures*, 1050.1F Desk Reference, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Commenter P-188
Linda Marson

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely

Name Linda Marson
Address 24937 Avenida Balita
Valencia, Ca 91355



RESPONSE TO COMMENTER P-188

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-189
Alison Martin

This flight path has changed my life for the worse. I am a voice actor that can no longer record from home. Even though I try, recording takes hours now and drags into the night affecting my entire life. PLEASE HELP!

1

The major problem is that Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

2

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days.

3

2. A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

3. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield.

6

4. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS.

7

5. Impacts on 4(f) Areas Not Considered in DEIS

8

6. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

9

7. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

10

RESPONSE TO COMMENTER P-189

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
3. Comment noted. See Topical Response C: Extend Comment Period.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement

projects at the Airport are outside the scope of this EIS. See Topical Response G: Safety.

7. See Topical Response A: Expand Study Area.
8. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
9. See Topical Response E: Flight Procedures.
10. See Topical Response E: Flight Procedures.

Commenter P-190
Steve Martin

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures at the Burbank Airport. And the new Van Nuys and Burbank Airport NextGen flight path over Santa Clarita.

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths to both Van Nuys and Burbank airports over the Santa Clarita Valley.

2

I have lived in Newhall for 35 years, in all of that time rarely have jets flown over our neighborhood. Now with NextGen, jets fly over as frequently as every two minutes to either Van Nuys or Burbank Airports. Why the jets cannot move back to the I-5 or SR14 corridor where they used to fly is beyond me.

3

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely:

Steve Martin 9-30-20

Name: Steve Martin

Address: 24304 Logdell Ave
Newhall CA 91321

PS: One question I have is why not open Palmdale Airport? Metrolink already goes there which would make travel to Palmdale Airport very convenient. I would think this would alleviate some of the air traffic we are now experiencing. Just thinking of the future here.

4



RESPONSE TO COMMENTER P-190

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.
3. See Topical Response E: Flight Procedures.
4. **Section 2.4.1** of the EIS describes an alternative of transferring the aviation activity to another airport, which could include the airport in Palmdale. **Section 2.5.1** of the EIS indicates that this alternative does not the purpose and need of the Proposed Project and was eliminated from further consideration. The Authority does not own or operate the airport in Palmdale. Thus, the Authority cannot make any decisions to open the civilian portion of U.S. Air Force Plant 42.

Commenter P-191
Shannon Mast

The BUR Replacement Terminal should not Move forward as proposed. BUR is expanding capacity at an airport engaged in a long standing conflict with neighboring communities. Environmental impact is real. BUR should be a good neighbor.

1

RESPONSE TO COMMENTER P-191

1. As stated in **Section 1.2.3** of the EIS, the Purpose and Need of the Proposed Project does not include changing the maximum hourly, daily, or annual operational capacity of the Airport. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area, E: Flight Procedures, and F: Aircraft Operations and Enplanements.

Commenter P-192
Thomas Materna

The DEIS lacks an adequate description of the Proposed Action	1
The DEIS must be revised and recirculated to take a hard look at the Proposed Action's adverse effects.	2
The DEIS fails to take a hard look at the Proposed Action's air quality impacts	3
The DEIS fails to take a hard look at the Proposed Action's transportation effects	4
The DEIS fails to take a hard look at the Proposed Action's health impacts	5
The DEIS fails take a hard look at the Proposed Action's noise and vibration impacts, including impacts to nearby residents, including those in the City of Los Angeles	6
The DEIS fails to take a hard look at the Proposed Action's impacts on environmental justice.	7
The DEIS fails to take a hard look at the Proposed Action's socioeconomic impacts on the City of Los Angeles, its residents, or businesses	8
The DEIS fails to take a hard look at cumulative impacts	9
The DEIS fails to analyze all interconnected actions as a single course of action – resulting in improper segmentation	10
The FAA may not foreclose consideration of reasonable alternatives merely because the Airport Authority has approved the Proposed Action; NEPA prohibits the FAA from predetermining the outcome of its environment	11
the City of Los Angeles review...	12

the DEIS does not take into account that allowing 2 or more jets at each gate more than twice the number now will double the number of flights over the surrounding communities. It is possible for that to have no impact. This study is flawed in many ways and must be redone to address these issues.

13

RESPONSE TO COMMENTER P-192

1. **Section 1.4** of the EIS provides a detailed description of the Proposed Project.
2. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The EIS was prepared in accordance with the Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508 [1978]), FAA Order 1050.1F, and FAA Order 5050.4B. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.
3. **Section 4.3** of the EIS discusses all of the air quality related impacts that would occur with the implementation of the Proposed Project compared to the No Action Alternative. In addition, **Appendix E** of the EIS presents the Air Quality Protocol, the construction emissions calculations, the operational emissions calculations, and the hazardous air pollutant emissions calculations. As discussed in **Section 4.3** of the EIS and in Topical Response H: Air Quality, the environmental analysis found that the Proposed Project would not exceed the National Ambient Air Quality Standards (NAAQS), nor would it cause a new violation or delay timely attainment of the NAAQS. Therefore, there would be no significant air quality impacts from the Proposed Project when compared to the No Action Alternative.
4. **Section 4.12.1** of the EIS discusses all of the surface traffic related impacts that would occur with the implementation of the Proposed Project when compared to the No Action Alternative. In addition, **Appendix K** of the EIS presents the background information and calculations associated with the surface traffic analysis. As discussed in **Section 4.12.1** of the EIS, the environmental analysis found that there would be no significant surface traffic impacts from the Proposed Project when compared to the No Action Alternative.

5. In accordance with the FAA Orders 1050.1F and 5050.4B and the 2015 FAA Air Quality Handbook (Handbook), a Health Risk Assessment (HRA) is not required in the EIS. Also see Topical Response L: Socioeconomics.
6. **Section 4.11** of the EIS discusses all of the noise-related impacts that would occur with the implementation of the Proposed Project. In addition, **Appendix J** of the EIS presents the background information associated with the noise analysis. As discussed in **Section 4.11** of the EIS, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response K: Noise.

In addition, the impact analysis contained in the EIS covered the portion of the City of Los Angeles that is within the General Study Area. Also see Topical Response A: Expand Study Area.

7. **Section 4.12.2** of the EIS discusses all of the environmental justice related impacts that would occur with the implementation of the Proposed Project. As discussed in **Section 4.12.2** of the EIS, the environmental analysis found that there would be no disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations from the Proposed Project when compared to the No Action Alternative.
8. See Topical Response L: Socioeconomics.
9. See Topical Response M: Cumulative Impacts.
10. See Topical Response N: Connected Actions.
11. **Chapter 2** of the EIS identifies all of the reasonable alternatives to the Proposed Project and evaluates each reasonable alternative to determine whether it meets the purpose and need and whether it is feasible to implement. FAA has not pre-determined the outcome of the EIS.
12. The City of Los Angeles did review the EIS and they are identified as Commenters A-2 and A-3.
13. The existing Airport runways, taxiways, and commercial aircraft apron all meet FAA Airport Design Standards for Airplane Design Group (ADG) III. All Boeing 737 aircraft are considered to be part of ADG III. The proposed replacement passenger terminal building would have the same number of gates as the existing passenger terminal building and the proposed

replacement passenger terminal building is being designed to ADG III aircraft, which is the same ADG is currently operating at the Airport. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-193**Tom Materna**

It's -- I attended the workshop yesterday. I'm completely shocked at the FAA's idea that when we requested 120 days during the pandemic of COVID that you just gave us 22.

1

Your technology -- for a technology outfit who's all about safety, the fact that we can't even get our comments in, that you don't bring up the people that are wanting to make comments, that you don't address the comments at the workshop is frankly quite astonishing.

2

You need to extend the time during this pandemic so we can adequately make our comments to you.

3

So in the time that I have remaining, let me address that at the workshop the question was asked what operational numbers did you use for the assessment that there would be no impact by 2024 and 2029. Yet, when I -- that question was raised, the FAA could not provide those numbers.

4

That is the numbers that this whole EA is based on, and you can't provide those numbers to the public of what you used as the basis to show that there's no significant impact? You're expanding the terminal. You're going to double its size.

The other comment that was given back to the public at the workshop was, well, we're just going to build the terminal. How the airlines use it is not up to us.

5

Well, it definitely needs to be capped then. If you're going to say there's going to be no impact from an increased terminal, then cap it at the current operation level we have. That would be the correct thing to do.

To blow the public off and say, oh, we can't give you what the operation numbers are that we used to assess there will be no impact and then to say, the airlines can do whatever they want and expand operations as much as they want with the new terminals which will be so much larger than the existing one is not being fair to the public.

6

You say that both airports, Van Nuys and Burbank, don't operate in a vacuum. Well, you're trying to say expanding the terminal is a thing in a vacuum.

7

No. You have to address the whole San Fernando Valley and all the issues of safety and noise before you can expand the terminal and bring more operations to an overcrowded sky that is affecting people's health with pollution and noise.

Please put this on hold. We're in a pandemic. Allow more time for the EA to be responded to. This was a City request. Please honor it.

8

RESPONSE TO COMMENTER P-193

1. Comment noted. See Topical Response C: Extend Comment Period.
2. Comment noted. See Topical Response B: NEPA Comment Process.
3. See Topical Response C: Extend Comment Period.
4. Since the proposed replacement passenger terminal building would have the same number of aircraft gates as the existing passenger terminal building, the comment characterizing the Proposed Project as an expansion is not correct. The operational numbers mentioned in the comment and requested at the virtual public workshop are provided in **Tables 1.2-1** and **1.2-2** of the EIS, which presents the aircraft operations and enplanements, respectively, that were used in the environmental analysis. **Section 1.3** of the EIS states that the proposed replacement passenger terminal building would provide space and facilities to better meet the current passenger demand at the Airport and the future projected increases in passengers. Thus, this is accommodating increases in passengers that are forecasted to occur and is not intended to promote growth in the number of passengers at the Airport.
5. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Mitigation in the form of limits on the number of aircraft flights is not required and is outside the scope of the EIS. Also see Topical Response F: Aircraft Operations and Enplanements.

6. **Section 1.2.3** of the EIS provides a discussion of historical and forecast airport operations and enplanements at the Airport.
7. See Topical Response A: Expand Study Area.
8. See Topical Response C: Extend Comment Period.

Commenter P-194
David McGrath

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

1

RESPONSE TO COMMENTER P-194

1. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Commenter P-195
Kathleen McGrath

The FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

RESPONSE TO COMMENTER P-195

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.

Commenter P-196
Kathleen McGrath

The expansion of airport capacity at BUR is unacceptable for the following reasons:

1

- VNY is absorbing air traffic from Santa Monica Airport due to their runway shortening;
- the 2019 Opening of Gulfstream VNY, 2nd in nation maintenance facility for business jets;
- US Customs office opens & expands hours for international jets to arrive at VNY;
- No enforceable nighttime curfew at BUR or VNY

Please act responsibly and do not make a lawsuit the only way to affect change on this matter.

RESPONSE TO COMMENTER P-196

1. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

Changes in aircraft operations that occur at Van Nuys Airport are not associated with the proposed replacement passenger terminal building at the Airport. In addition, Van Nuys Airport and Santa Monica Airport are not within the General Study Area identified for the Proposed Project.

The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

For a discussion of cumulative projects, see Topical Response M: Cumulative Impacts.

Commenter P-197
Susan McGuire

The lack of considerations for the communities of Studio City and Sherman Oaks of the barrage of low flying Passenger jets and cargo planes has made our lives miserable for the past 3 1/2 years. Please listen to our plea for a more considerate vectoring over our neighborhood which is full of schools and children on playgrounds.

1

RESPONSE TO COMMENTER P-197

1. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-198**Jayne McKay**

My -- my concerns right now primarily have to do with the curfew, the voluntary curfew which is violated pretty much every night.

1

And also just the plans for freight, for Amazon -- the possibility of Amazon freight coming to our airport. I'd like to know more about this.

2

I think as we -- you know, as we study what's going to happen going forward, I voiced a lot of concerns to our City Council and to the airport authority over the years. I attended all of noise task force meetings and expressed a lot of my concerns there.

3

RESPONSE TO COMMENTER P-198

1. Comment noted. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, please see Topical Response J: Aircraft Operations and Enplanements.

2. One of the projects identified in the comments to be included in the cumulative impact analysis is the Avion Business Park development project in the City of Burbank. This project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is included as a cumulative project and listed in **Table 3.16-1** of the EIS. This is the location of the Amazon delivery station, which would be a warehouse operation and

would an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the potential Amazon delivery station. Also see Topical Response M: Cumulative Impacts.

3. Comment noted.

Commenter P-199
Jayne McKay

I have very serious concerns about the larger terminal and the potential for more freight planes using our airport.

1

I think the people should have a vote, as Measure B never addressed NexGen, the lower, more frequent departures. We deserve another vote on the expanded terminal. The flight paths have changed and the lives of thousands of us are negatively affected daily by night charters, lower, louder and heavier planes and their pollution.

2

RESPONSE TO COMMENTER P-199

1. Comment Noted. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project. Also see Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-200
Martha McMahon

The Burbank Airport terminal expansion will worsen the air traffic over our neighborhood that already has an onslaught of air traffic of all kinds with hugely disruptive flight patterns.

1

The historical flight patterns must be renewed. The noise is abusive.

2

RESPONSE TO COMMENTER P-200

1. See Topical Response E: Flight Procedures.
2. Comment noted. Also see Topical Responses E: Flight Procedures and K: Noise. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-201
Veronica Mendoza

Please do not add more noise pollution. We are inundated daily with helicopters and planes at all hours. It's beyond harmful for many reasons. Please reconsider your plans with the people who live here in mind. There is a reason why Bob Hope airport is lovely and NOT LAX. Please prevent the growth of the airport from destroying the peace in our valley.

1

RESPONSE TO COMMENTER P-201

1. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-202
Robert Mentzer

From: Robert C. Mentzer <rmentzer@hmmh.com>
Sent: Monday, September 21, 2020 2:44 PM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Subject: BUR Workshop registration

Hi,

I registered for the workshop but have not received the connection information. Do you know when the information will be sent out?

1

Thanks
Bob

Robert C. Mentzer Jr.
Principal Consultant



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RESPONSE TO COMMENTER P-202

1. Comment noted. Instructions for participating in the virtual public hearing were sent to all registrants on September 22, 2020. Also see Topical Response B: NEPA Comment Process.

Commenter P-203
Janine Milne

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-203

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-204**Aileen Moreno**

• This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

• The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

• A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

• The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-204

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-205**Brian Moreno**

• This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

• The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

• A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

• The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-205

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-206**W Morris**

The DEIS re BUR replacement terminal fails to consider the cumulative impacts of the terminal in relation to the FAA's NextGen navigation program, which -- together with the new terminal -- would create conditions to allow a massive increase in air traffic over surrounding communities. Furthermore, the quality of this air traffic, because of NextGen, would differ in environmental impacts on surrounding communities, because NextGen has created, in effect, virtual runways, that keep traffic lower and slower over larger swaths of residents, parks, schools, and protected open spaces, than previously-used conventional flight procedures. Also, the cumulative impacts of the proposed BUR new terminal in connection with traffic over airspace shared by Van Nuys and other airports including LAX and Whiteman, has not been considered. Finally, the cumulative impacts of the proposed BUR new terminal in connection with helicopter traffic, that now flies at much lower altitudes over populated areas has not been considered.

1

Our area has been heavily impacted by constant jets from BUR since 2017 whereas in the 29 years I lived here before that we had almost no noise, except in the roughly 24 months prior to 2017 when the gradual build up began. The mountainous terrain is a significant component that contributes to the noise impact and we now also have black dust everywhere which was not here before. Over 10 miles away from the airport and never having this problem until recently we know that the cause is the new flight paths and this must be corrected before any new terminal should be built.

2

Thank you.

RESPONSE TO COMMENTER P-206

1. **Table 3.16-1** of the EIS identifies the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as a cumulative project and it is listed in **Table 3.16-1** of the EIS. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS.

Compared to the No Action Alternative, the Proposed Project would not have any affect on aircraft arriving at and departing from other airports (e.g., Van Nuys, Los Angeles International, etc.) would not be affected by the Proposed

Project. This is because the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. Similarly, the Proposed Project would have no effect on the helicopter operations at BUR.

Chapter 4 of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Response M: Cumulative Impacts.

2. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.2** of the EIS and in Topical Response H: Air Quality, the air quality analysis found that there would be no significant air quality impacts from the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the noise analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response E: Flight Procedures.

Commenter P-207
Jaclyn Morse

As a Burbank resident and home owner, I am against the expansion of Burbank's airport.

1

RESPONSE TO COMMENTER P-207

1. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-208
Daniel Nadsady

The Burbank Airport expansion can not move forward until the Burbank airport authority (BUR) and FAA mitigate the horrendous noise problems being dumped over various parts of the City of Los Angeles (LA).

1

Virtually all flights into and out of BUR fly over LA. That Axis of Evil, the cities of Burbank, Glendale, and Pasadena, get virtually none of the noise.

2

It is not just airplanes. One can listen to the BUR control tower direct touch and go landings of private helicopters onto the BUR runways. And those private helicopters are allowed to circle over the Sun Valley area of LA. Virtually never over Burbank. Dozens of times a day, at low altitude. Any day of the week, any time of day or night.

3

And the BUR complaint line provides no relief. This is another illustration of how BUR and the Axis of Evil destroys the indoor and outdoor lives of residents of LA. There should be no expansion of BUR activity of any kind until the Axis of Evil solves these noise issues. The truth is, BUR is an obsolete airport, should be shut down permanently.

4

RESPONSE TO COMMENTER P-208

1. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response E: Flight Procedures.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
3. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

4. Comment noted.

Commenter P-209
Name Not Legible

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures
at the Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request. Thank you for your time.

Sincerely

Name [Signature]
Address 25048 High Springs Ave
Newhall, CA 91321



RESPONSE TO COMMENTER P-209

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-210
David Nash

I live very close to Woodbridge Park. I have seen and, more importantly, heard a DRAMATIC increase in airplane traffic that is also much much closer to my home. The airport used to be a distant afterthought and now the increased noise levels and greater frequency of planes over my house (with the temporary exception of this Covid 19 downturn) have really brought it up close and personal. I don't think it's fair or proper to change patterns that dramatically as we bought our house with the existing patterns in place and could have bought a cheaper home that was already impacted by airline noise. Steps should be taken to have multiple patterns in place so that the noise is more widely distributed or the old patterns should be reimplemented.

1

Under no circumstances should the airport be allowed to grow. It has always been a small regional airport and it should remain just that. I'm not in favor of anything that would promote growth for ease restrictions on our small gem of an airport.

2

RESPONSE TO COMMENTER P-210

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-211
Luiza Ricupero Negret

We oppose the expansion of the terminal until the competent authorities and parties address the community concerns related to current flight paths that are causing noise disruption and health effects. I have participated in several meetings where we have provided realistic solutions so that the community can have quiet skies without disrupting the airport. We simply ask for flights to fan out as opposed to creating a straight line highway in the sky, just as it used to be prior to the changes.

1

We want to support the BUR airport as it is beneficial to the community. But this cannot happen at the expense of the community that lives around and serves/uses the airport. We cannot support this expansion until those concerns are addressed.

2

RESPONSE TO COMMENTER P-211

1. Comment noted. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. See Topical Response F: Aircraft Operations and Enplanements.

Commenter P-212**Lindsay Nesmith**

It's not even 7 am yet and the commercial jets are flying right over our home.

1

Please, openly consider our complaints. I have sent multiple emails to the Governor's office, the district attorney, the Mayor of Burbank and the office of Mayor Eric Garcetti's for assistance in this matter. This "new normal" is one that no one gets used to. We feel like we are living on a runway of LAX. We need the flight path to change back to how it was immediately.

2

My family and I currently reside in the Sunshine Hill Neighborhood of the Hollywood Hills. My husband and I have resided in this area for over 14 years and are now raising our 2 boys in what was once our peaceful escape from the bustling city. Our street doesn't even have street lamps. But, like many of our wonderful neighbors, who are also raising families in this neighborhood, we will be losing our home to the jets coming out of Burbank airport.

3

The outcome of the task force committee meetings is overwhelmingly heartbreaking. The FAA blew off the recommendations and did nothing about reversing the changes and it seems the city of Burbank stands with them.

4

Our community desperately needs help in this situation. We need protection. Please stop the FAA from sending commercial jets over our neighborhood 24 hours a day. Even with the restrictions on commercial jets, like altitude minimums and flying between the hours of 7 AM and 10 PM, according to the Burbank representative who led the task force meetings (I can't recall her name), any privately owned jets (including UPS, FEDEX and WELLS FARGO) are allowed to fly the rest of the hours, sometimes taking off at 3 o'clock in the morning and can also fly at unsafe altitudes than the altitudes the FAA requires for commercial jets to meet.

5

And to add, it seems the FAA never considered jets flying over hillside communities. In the Task Force meetings they stated a minimum of 3,000' altitude from all residents to be considered safe. THEIR OWN WORDS. But, when you live at 850'-1000' above sea level and the commercial jets overhead are being marked at 3,200', the FAA is not keeping the hillside residents safe when the minimum recommended altitude above residents is not being met. Since the task force committee negotiations, this problem has continually gotten worse. Jets were initially departing BUR airport and now they arrive over the hills as well. With plans for the BUR airport to expand and reconstruct its Airport, residents of Studio City are trapped since this is a Burbank City issue that we cannot vote on. This is abuse at the highest level.

6

We are in tears every morning as the first commercial jet rattles the neighborhood awake at 6:59 am, cracking the sky with noise, like lightning, and then the next jet follows 2-3 minutes later, and then the next 2-3 minutes after that, and then the next, until 10 am when we get an hour break before the next round. The cycle repeats into the night. You never get used to it. Even with double paned and closed windows. My neighbors and I are putting our homes up to sell in a tough housing market and to buyers who do not want to live under a flight path. The rest of my neighbors are doing extensive work on their homes to dampen the sound. But, nothing seems to help. The FAA has not proposed any compensation, any noise dampening adjustments to our current homes, or a proper health and safety report. I can tell you that living with this constant noise and pollution greatly affects the health of these residents, mine included. I am now medicated for stress and anxiety and severe allergies. It's just not fair to us, or our young children. Especially, when we can show that at the time of purchase, our homes were all cleared of being in an airport affected area which includes: vibrations, noise, pollution and debris. We need someone to step up for us. Please. Please. Please. Help us.

7

RESPONSE TO COMMENTER P-212

1. Comment noted.
2. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
3. Comment noted.
4. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR

can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

5. Comment noted. Also see Topical Response E: Flight Procedures.
6. See Topical Response A: Expand Study Area. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
7. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

Commenter P-213
Nesmith Family

Hello, my name is Theo and I'm 5 years old. My big brother is Elijah and he is 13 years old. We hate the jets. They wake us up every morning and scare me when they fly over my house because they make really loud noises and I think they will hit the house.

Today, My mom said, the jets went over our house at 6 in the morning. They woke me up and my mom told me to go back to bed because it's Sunday and I don't have remote school. But, we couldn't go back to bed because there were more jets. I counted them. There were 6.

My mom closes all the windows and the shutters to keep all the noise out, but it doesn't work. Why are there so many jets? Why do they fly over our house? Could you please ask the pilots to stop flying the jets over my house? I don't want to move and my mom says we have to move now. Thank you. I'm Theo. I'm 5 years old.

1

RESPONSE TO COMMENTER P-213

1. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

Commenter P-214**Mason Newton**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-214

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-215
Jessica Neyer

A new terminal should be stopped immediately. This is out of control. The air pollution and increased sound has ruined Sherman oaks. I am now scared to raise my child here. You are greedy monsters if this moves forward.

1

RESPONSE TO COMMENTER P-215

1. Comment noted.

Commenter P-216
Lief Nicolaisen

The City of Santa Clarita should be added to the list of cities affected by current and possibly increasing airplane noise/frequency of occurrence. The new approach route to BUR has caused unnecessary pollution of noise and jet exhaust in Santa Clarita. The jets are far too low (the engine and whine from the wings, are noticeably loud even inside our house with all windows and doors shut. It seems logical that a slight approach modification - moving the route to the NW - would allow the approaching aircraft to fly over mostly uninhabited areas of the Angeles/Los Padres forest rather than the populated areas of Santa Clarita.

1

Respectfully,

Lief Nicolaisen

RESPONSE TO COMMENTER P-216

1. Comment noted. Also see Topical Response A: Expand Study Area. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-217**David Norrell**

1. The Replacement Terminal is part of an ongoing Public Controversy involving FAA per the new departure flight paths from Burbank Airport that began in March 2017. FAA moved the departure flight path from Burbank Airport southward over the New Community that had rarely experienced aircraft traffic.

1

The New Community and Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods miles south of the Burbank airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport and protected 4F MRCA park lands and high fire risk mountain ranges.

2

The people of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

3

2. CUMULATIVE IMPACTS: Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

4

3. IMPACTS ON 4(F) AREAS NOT CONSIDERED in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport, which cause noise from flight to echo and increase due to the mountainous terrain. FAA failed to consult with appropriate governing agencies, as required by law.

5

4. FIRE and SAFETY RISK: Fire Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

6

5. SOCIOECONOMIC IMPACTS must be studied by the FAA in the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

7

6. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

8

7. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

9

8. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid. Therefore, the Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy.

10

9. Burbank Airport has refused to contribute any solutions to relieve the impacted New Community. They have repeatedly lied and acted in badfaith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

11

RESPONSE TO COMMENTER P-217

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response A: Expand Study Area.
3. Comment noted. See Topical Response E: Flight Procedures.
4. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
5. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).
6. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
7. See Topical Response L: Socioeconomics.
8. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future

forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not.

Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B. Also see Topical Response F: Aircraft Operations and Enplanements.

9. See Topical Response E: Flight Procedures.
10. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
11. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-218
Starla O

I vehemently OPPOSE any Burbank Airport expansion until the FAA and the airport change ALL the flight paths back to where they historically were- North of Ventura Blvd by the 101 freeway. The FAA illegally changed the flight paths over 3 years ago without any environmental assessment. Now, it must revert all paths immediately!!!!

1

Burbank Airport has been more than complicit in this dastardly plan and should be sued just as much as the FAA regarding this debacle.

2

CHANGE THE FLIGHT PATHS OR THERE IS NO EXPANSION!!!!!! KEEP THE SANTA MONICA MOUNTAINS SAFE AND FREE FROM ALL YOUR SKY HAZARDS!!!!

3

RESPONSE TO COMMENTER P-218

1. Comment noted. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted.
3. See Topical Response E: Flight Procedures.

Commenter P-219
Starla O

All of us are SICK AND TIRED of the LIES propagated by the FAA and Burbank Airport! The good residents of our communities will neither stand for your GREED and BLATANT DISREGARD for our environment, nor for your complete lack of common sense and overall cruelty!!!! WE ARE ALL OPPOSED TO THE EXPANSION AT BURBANK AIRPORT. YOU MUST STOP THESE DANGEROUSLY LOW-FLYING PLANES OVER OUR HOMES IN THE SANTA MONICA MOUNTAINS, ONCE AND FOR ALL! NO TERMINAL EXPANSION!!!!

1

RESPONSE TO COMMENTER P-219

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-220
Harry Pallenberg

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-220

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-221
Karen Pals

Residents in Southern San Fernando Valley and Santa Monica Mountains now receive nearly 100% of airport departures, making living in those areas like living under the tarmac. It is dangerous, polluting and unbearable.

1

We will stop Burbank from expanding until the illegitimate flight patterns are changed back to the historical patterns that did not buzz the homes, hospitals, schools and parks in SFV. Lawsuits, boycotts, public education, and political action will continue to fight the financial greed and lies that are being used to perpetrate these evils.

2

RESPONSE TO COMMENTER P-221

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Response E: Flight Procedures.
2. See Topical Responses E: Flight Procedures and F: Aircraft Operations and Enplanements.

Commenter P-222
Renee Palyo

The airport is ruining our lives with out of control flight paths that bombard us with noise and pollution. No new terminal until these flight paths are amended. NO NO NO!

1

RESPONSE TO COMMENTER P-222

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-223
Pam Pechter

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

1

RESPONSE TO COMMENTER P-223

1. Comment noted. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-224
Steve Pechter

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-224

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-225
Jay Pellizzi

I live directly under the main flight path for all 737s departing Burbank after they loop west and head north out of the valley. The noise is definitely a nuisance and I am concerned that the terminal expansion is going to mean more frequent flights over my home.

1

Before expanding the terminal, flight paths should be addressed and changed up to more evenly distribute air traffic throughout the valley. Why not have planes take several different paths further east or west so that one community doesn't bear the brunt of aviation noise? We already have Van Nuys Airport over here with smaller jets and prop planes constantly.

2

RESPONSE TO COMMENTER P-225

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response E: Flight Procedures.

Commenter P-226
Restituta Perez

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

1

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

2

Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

3

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

4

RESPONSE TO COMMENTER P-226

1. See Topical Response E: Flight Procedures.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land

adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.

3. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response E: Flight Procedures.

Commenter P-227**Mark Phillips**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-227

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-228
Faust Pierfederici

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

1

RESPONSE TO COMMENTER P-228

1. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-229**Lynne Plambeck**

I will be submitting separate comments on behalf of Santa Clarita Organization for Planning and the Environment, but include comments for myself and that group here in order to ensure that all comments can be made within your character limitations. I and my group included by reference in this comment all comments made by the Quiet Skies and community groups in Burbank, the San Fernando Valley and the Santa Clarita Valley

Procedural Comments - First, your comment notice inaccurately states that the comment period ends on MONDAY the 27th of October. However the 27th of October is a Tuesday. These comments are timely submitted prior to 5PM on Oct 27th, however in all fairness, you should extend the comment period due to the inaccurate legal posting of the comment period.

1

Further, in regards to process I would like to preface my substantive comments on the document by saying that it is unfair to limit comments on a 3000 page document to 5000 characters that can be delivered electronically. With the mail service being unreliable, there is no guarantee that comments would be received on time. No other public agency that our group or myself has dealt with has limited on line comments and failed to provide an email submittal address where a comment letter can be submitted. The submittal does not allow formatting such as bold tying and counts spaces, there eliminating the full import of comments made.

When these limitations are added to the incorrect phone number provided for the public hearing which precluded many from public participation, I and my group can only conclude that you are being purposely unfair as a means to limit public comment.

Also, anyone with limited electronic access may be prohibited from involvement with this process, especially during this time of Covid-19 pandemic when public computers at libraries are not available to the public. Our group (Santa Clarita Organization for Planning and the Environment) and myself believe this is a substantial violation of environmental justice and fair access laws.

The limited time period to comment on this project was inadequate to fully address this 3000 page document. In September our group requested that the comment period be extended to 120 days. Neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic. There was no legitimate reason to preclude the public from having adequate time to review this document.

2

EIS Analysis - I would particularly like to state that the EIS should have included an analysis of noise and air pollution for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley. The FAA and Burbank Airport claim that the Project will not lead to an increased number of flights, yet other developments suggest otherwise.

3

Although the parking structure to be built will not exceed the current number of public parking spaces (6,637), the DEIS calls for new "construction of a storage and staging area for ground transportation vehicles (taxis, shared vans, Uber, Lyft, etc.)". A new Amazon Distribution Center is being built adjacent to the airport as part of Burbank's Avion project (which includes construction of a 150 room hotel). A new High Speed Rail Burbank to Los Angeles is proposed for the same area. All these projects will lead to increased air travel as enabled by NexGen. At the very least, the additional noise, traffic and air pollution generated by this new terminal project and related developments which it will enable, must be evaluated under cumulative impacts. The omission of the analysis of these impacts constitutes a serious failure to disclose the full extent of increased air pollution from this proposal and deprives the decision makers and the surrounding community of vital information needed to make a fair decision. The EIS for the Terminal project must study the cumulative effects resulting from the influx of visitors, traffic and probable additional freight flights involving the Avion project and proposed High Speed Rail project to air pollution, traffic and the probable subsequent increased need for air travel and number of flights. If the FAA continues to insist that no additional flights from any kind of air traffic including freight will be generated by this terminal expansion, then believe the FAA must certify this statement by placing a cap on future operations.

4

BUR saw 81% drop in passengers in June 2020 as compared to June of 2019 due to COVID-19 (LA Times Sept. 1, 2020). The Pandemic has reduced demand for air travel. The project need as described in the EIR is therefore no longer accurate. The Burbank Replacement Project must be re-assessed based on new conditions.

5

RESPONSE TO COMMENTER P-229

1. Comment noted. See Topical Responses B: NEPA Comment Process and C: Extend Comment Period.

2. See Topical Response C: Extend Comment Period.
3. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Response A: Expand Study Area.
4. As stated in **Section 1.2.3** of the EIS, the Terminal Area Forecast, which is the FAA's approved forecast for enplanements at all airports throughout the United States, was used to identify the increase in enplanements at the Airport. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements. Each of the examples that the comment suggests have an influence on the number of passengers at the Airport are actually project components that would be implemented to accommodate the forecasted number of passengers to use the Airport. Thus, the analysis contained in the EIS accurately reflects the impacts of the Proposed Project when compared to the No Action Alternative. As stated in **Section 3.16** of the EIS, the other projects identified in the comment are included as cumulative projects in the EIS.

One of the projects identified in the comment to be included in the cumulative impact analysis is the Avion Business Park development project in the City of Burbank. This project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is included as a cumulative project and listed in **Table 3.16-1** of the EIS. This is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. Also see Topical Response M: Cumulative Impacts.

5. **Section 1.3** of the EIS indicates that the purpose of the Proposed Project is to provide a replacement passenger terminal building that meets all current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger

terminal building. The Proposed Project is related to safety and not to the number of passengers at the Airport. **Section 1.2.3** of the EIS acknowledges that the forecasts used for analysis in the EIS are based on those that existed in December 2018 and was prior to the Pandemic. However, as stated in **Section 1.3** of the EIS, the purpose and need of the Proposed Project is to provide a passenger terminal building that meets all current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The Pandemic has no effect on the purpose and need for the Proposed Project to meet FAA Airport Design Standards.

Commenter P-230
Scott Ponegalek

Ms. Edvige B. Mbakoup
U.S. Department of Transportation – Federal Aviation Administration
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245
Telephone: 424-405-7283

Re: Proposed Replacement of a 14 Gate passenger terminal and additional structures at the
Burbank Airport

Dear Ms. Mbakoup:

I am writing to request that the FAA extend the comment period for the review of this 3000 page document to 120 days. It is not possible to read and review a document that is this long in the short time allotted. I would like to make informed comments but believe that this short period precludes my ability to do so.

1

I believe that neither the FAA nor the airport would be harmed by such an extension due to the current reduced air travel as a result of the pandemic.

I would also like to request at this time that the EIS include noise and air pollution studies for jets that would potentially use this terminal. Those studies should include the increased noise and pollution over areas in Santa Clarita which you failed to study during your evaluation of the NextGen project that increased the number of jets and changed flight paths in the Santa Clarita Valley.

2

Please inform me of the decision you make regarding this request.
Thank you for your time.
Sincerely

Scott Ponegalek
25707 Leticia Drive
Valencia, CA 91355



RESPONSE TO COMMENTER P-230

1. See Topical Response C: Extend Comment Period.
2. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative. With respect to the inclusion of Santa Clarita in the General Study Area, see Topical Response A: Expand Study Area.

Commenter P-231**Jason Pope**

Burbank Airport and the FAA have been completely incapable of addressing the noise and pollution concerns of the hundreds of thousands of residents living in the East San Fernando Valley. Planes that are heading north and east must take off to the south and fly in huge circular paths, destroying our quality of life with unending noise and air pollution. Combined with flights coming from the other direction from Van Nuys airport, this vortex of noise and pollution cannot be allowed to continue.

1

Despite years of battling, there has been almost no progress in abating these issues for the residents. In fact, it has continued to get worse every year and has reached a point where it is untenable and cannot be tolerated anymore. The EIS is plain and simple a smokescreen to delay and lie to the public, at an exorbitant, unnecessary cost.

2

The residents are finally banding together and will fight for the quality of life and health of our families until this issue is effectively resolved.

3

The expansion of Burbank Airport is NOT a step in the right direction. We do not believe that this is a simple replacement terminal despite the lies that are told by the airport and the FAA. It will lead to further expansion of the airport and more flights, more noise, and more air pollution. This is unimaginable and frightening.

4

We will oppose this with everything in our power, especially since the airport and the FAA have clearly demonstrated that they do not care about the lives of the residents and cannot be trusted.

5

Until there is clear and demonstrable evidence that flight patterns are being effectively and fairly dispersed, mandatory curfews are imposed with serious punishment for offenses, and a reasonable cap on the number of flights per day, residents WILL NEVER SUPPORT this project.

6

RESPONSE TO COMMENTER P-231

1. Comment noted.

2. Comment noted.

3. Comment noted.
4. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
5. Comment noted. See Topical Response E: Flight Procedures.
6. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-232**Matt Pyken**

Airport noise from BUR is terrible - and considering there are fewer flights now because of Covid, it's obvious it will only get worse with an expanded terminal.

1

Some important points to consider.

This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated.

3

The FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

4

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

5

Taxi time will be cut in half, facilitating rapid-fire departures.

6

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

7

The rushed process and lack of overall transparency are bad for all concerned. We're not just trying to block a project to stop progress. On the contrary, local valley residents like me and my family are seeking only reason and fairness.

8

Respectfully submitted,
Matt Pyken
Studio City Resident

RESPONSE TO COMMENTER P-232

1. Comment noted. With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
3. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
4. See Topical Response N: Connected Actions.
5. See Topical Response F: Aircraft Operations and Enplanements.

6. See Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Response E: Flight Procedures.
8. Comment noted.

Commenter P-233**Josh Rabin**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-233

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-234
Kathryn Ramirez

From: Kathryn A. Ramirez <KRamirez@rmmenvirolaw.com>
Sent: Wednesday, September 30, 2020 9:59 AM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Subject: FW: Proposed Replacement Terminal Project -- Draft Environmental Impact Statement

Good Morning!

Are we allowed to email our comments instead of mailing a hard copy or filling out the short form online?

1

Thank you!

Kathryn A. Ramirez
Paralegal

RMM
REMY | MOOSE | MANLEY LLP
555 Capitol Mall, Suite 800 | Sacramento, CA 95814
P (916) 443-2745 x 221 | F (916) 443-9017

From: Kathryn A. Ramirez
Sent: Monday, September 21, 2020 8:16 AM
To: Edvige.B.Mbakoup@faa.gov
Subject: Proposed Replacement Terminal Project -- Draft Environmental Impact Statement

Good Morning Ms. Mbakoup,

We'll be submitting comments on this project's DEIS by October 5th. Is it acceptable to *email* our comments to you rather than mail them or submit the short form online?

Thank you for your assistance!

Sincerely,

Kathryn A. Ramirez
Paralegal

RMM
REMY | MOOSE | MANLEY LLP
555 Capitol Mall, Suite 800 | Sacramento, CA 95814
P (916) 443-2745 x 221 | F (916) 443-9017

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RESPONSE TO COMMENTER P-234

1. Comment noted. An email response was sent to the commenter on October 20, 2020 indicating how to provide comments by either using the on-line comment form or sending via U.S. mail.

Commenter P-235**Maria Rdoriguez**

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

2

Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

3

FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

4

RESPONSE TO COMMENTER P-235

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

3. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
4. See Topical Response L: Socioeconomics.

Commenter P-236
Patricia Resnick

Planes at Burbank airport should resume taking off to the less populated northerly direction. There are hours When I can't us my backyard and have a simple conversation over the noise of the planes.

1

RESPONSE TO COMMENTER P-236

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-237**Debra Reynolds**

And so I have a unique perspective because my 21 years teaching in Burbank -- Luther Burbank Middle School, which is -- if you know the schools around Burbank Airport, it's directly south, right underneath the -- where the planes land. I don't know technical jargon all that much.

1

So I'm really aware of jet sounds. I know loud jet sounds. And I lived with it for 21 years when I was working there.

It -- we used to have one-year fire drills -- you know, once a year, and usually for earthquakes. But one year we had a scenario, what if a plane landed on our school. And we had to figure out what we do in such a circumstance.

So they were low and loud. You could see the bolts on the bottom of the airplanes.

My point is, is right when I retired two years ago, all the planes, like they went from Luther Burbank to where my home is in Sherman Oaks. And it was -- it was loud. And I was very surprised.

So just to let you know, we're just not being wimpy about this noise thing. It really is a huge difference. Having been here for 35 years and -- I know that.

And we sound-proofed the school. It was that bad. We had to stop, before then, teaching and just wait for the jets to pass before we continued on. PE teachers still have to do that.

I guess my concern is with the environmental report. I -- I tried to do some reading. And it's awfully complicated how things are organized and done in regards to that.

2

But if you are averaging -- if this is the way you do it, if you're averaging the noise in a general area, that doesn't seem it would work NexGen.

Because it's like a highway over our houses, and, yet, you're averaging all these areas that don't get the noise. So it seems like it's less in the area.

So that -- that is my concern, if that could be addressed, someone in the FAA.

RESPONSE TO COMMENTER P-237

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. The EIS was organized in accordance with NEPA's implementing regulations found at 40 CFR §§ 1500-1508 and FAA Orders 1050.1F and 5050.4B. As stated in **Section 4.11.2** of the EIS, the methods used to describe forecast noise conditions at the Airport rely extensively on the Aviation Environmental Design Tool (AEDT), which is the FAA-approved model for describing aircraft-related noise. As stated in **Appendix J** of the EIS, an efficient way to describe both the number of noise events, and the sound exposure level of each noise event is the time-average of the total sound energy over a specified period. The AEDT noise model averages the noises over time and not over a geographic area. In addition, the AEDT noise model recognizes that noise events during the nighttime hours are likely to be more annoying than noise events at other times. To account for these factors, the AEDT noise model uses the Community Noise Equivalent Level (CNEL), which adds about a 4.77 dBA penalty to events occurring between the evening hours of 7-10pm and a 10 dBA penalty to events occurring between 10:00 PM and 7:00 AM. In essence, the CNEL is the 24-hour equivalent sound level, including this 4.77 evening and 10 nighttime dBA penalty. This penalty means that one evening sound event is equivalent to about 3 daytime events at the same level and one nighttime sound event is equivalent to 10 daytime events of the same level. Noise models calculate CNEL by incorporating the SELs of individual aircraft operations experienced at a given location during an annual average day (total annual operations divided by 365) with a 4.77 dBA penalty for events occurring between the evening hours and a 10 dBA penalty for those operations occurring during the nighttime hours.

Commenter P-238**Debra Reynolds**

The FAA and Burbank Airport do not, I believe, want to change the pathways established by NextGen. I disappointing observation because it took more than a year for the FAA and Burbank to admit that there had been a change in flight patterns. It was also disheartening to think that we, who hear the planes every day, are so stupid that we are to think we do not really hear anything different. That is how propaganda is created - you tell someone something enough times and they begin to believe it.

1

Also, please stop assessing noise by averaging it over a long period of time or a large area. This method gives you no useful information for figuring out the "super highway" problem over our heads. If someone has a jackhammer in operation for 2 hours every day in front of their house and one is to averaged the loud noise over the other 22 quiet hours in a day, you would think there is no problem.

2

RESPONSE TO COMMENTER P-238

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. As stated in **Section 4.11.2** of the EIS, the methods used to describe forecast noise conditions at the Airport rely extensively on the Aviation Environmental Design Tool (AEDT), which is the FAA-approved model for describing aircraft-related noise. As stated in **Appendix J** of the EIS, an efficient way to describe both the number of noise events, and the sound exposure level of each noise event is the time-average of the total sound energy over a specified period. The AEDT noise model averages the noises over time and not over a geographic area. In addition, the AEDT noise model recognizes that noise events during the nighttime hours are likely to be more annoying than noise events at other times. As stated in **Section J.1** of Appendix J of the EIS, the U.S. Environmental Protection Agency has designated the day/night average (DNL) as the principal metric for airport noise analysis and DNL is also FAA's primary noise metric. As

stated in note b of **Table 3.12-1** of the EIS and also in **Section 4.11-1** of the EIS, the Community Noise Equivalent Level (CNEL) may be used in lieu of DNL for FAA actions needing approval in California based on FAA guidance in FAA's *1050.1F Desk Reference*. CNEL adds about a 4.77 dBA penalty to events occurring between the evening hours of 7:00 PM and 10:00 PM and a 10 dBA penalty to events occurring between 10:00 PM and 7:00 AM. In essence, the CNEL is the 24-hour equivalent sound level, including this 4.77 evening and 10 nighttime dBA penalty. This penalty means that one evening sound event is equivalent to about 3 daytime events at the same level and one nighttime sound event is equivalent to 10 daytime events of the same level. Noise models calculate CNEL by incorporating the SELs of individual aircraft operations experienced at a given location during an annual average day (total annual operations divided by 365) with a 4.77 dBA penalty for events occurring between the evening hours and a 10 dBA penalty for those operations occurring during the nighttime hours. The data used in the AEDT is described in **Appendix J** of the EIS.

Commenter P-239**Debra Reynolds**

Today, 45 aircraft flew over my home - half each from Van Nuys and Burbank Airports. One - a CL30 - was 745 in altitude - heading east though it took off from Burbank. Why do loud jets have to make a big loop over my home, and why is it flying so low if it has to travel over the mountains to the east, which are supposedly too high for aircraft to fly directly at them from takeoff?

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward. apparently so high that aircraft can not take off directly to the east. Get those planes higher, please. It is infinitely unfair that I spent 35 years paying off a mortgage to find that the skies have been taken over by noise.

9

RESPONSE TO COMMENTER P-239

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR

forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

6. See Topical Response E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-240
Krysten Ritter

The nonstop LOW and LOUD planes over our homes in studio city are totally out of control. This needs to be addressed immediately - I can't even believe my eyes these planes are so low! You can't add a terminal when we need relief NOW.

1

RESPONSE TO COMMENTER P-240

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-241
Anne Robinson

I oppose a new terminal at Burbank Airport. There's already a change in flight paths that is detrimental to everyone's health and sanity.

1

RESPONSE TO COMMENTER P-241

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-242
Eric Robinson

The draft EIS fails to adequately consider the growth-inducing and cumulative impacts of the BUR New Terminal in connection with NextGen and Van Nuys expanded airport operations. We, the community, will not allow BUR to build a new terminal until the illegal, concentrated and oppressive NextGen flight paths are reversed to how they peacefully worked for the community for decades. Patrick Lammerding, BUR and the FAA lied to the community for years about the flight paths and we have been suffering for years because of the negligence of BUR officials and the FAA. They have lost all credibility to certify that this new terminal will not put more planes over our homes. We have been told over and over again that the flight paths and the new terminal are not connected; we are telling you that they are. We will not let a new terminal be built until the flight paths are fixed.

1

RESPONSE TO COMMENTER P-242

1. Comments noted. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. See also Topical Responses F: Aircraft Operations and Enplanements, M: Cumulative Actions, and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-243
Katie Robinson

The draft EIS fails to adequately consider the growth-inducing and cumulative impacts of the BUR New Terminal in connection with NextGen and Van Nuys expanded airport operations. You cannot build a new terminal until the concentrated flight paths over our home are fixed. We cannot open our windows, we can barely spend time outside, and we no longer hike on the Fryman trail, one of the best public parks in all of Los Angeles. These planes are destroying our neighborhood. Some people are relocating, but many of us cannot because of work, schools and cost of living. Fix the flight paths, and then we can discuss a new terminal.

1

RESPONSE TO COMMENTER P-243

1. Comments noted. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. See also Topical Responses F: Aircraft Operations and Enplanements, M: Cumulative Impacts, and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-244
Carol Rosenblum

I am now teleworking from home 100%. Before I would awaken to jets streaming overhead around 6am to 7am when I'd get ready to leave. Then again when I'd come home. Now my day is filled with roaring overhead all day long. It interferes with my work, it causes stress every single day.

This was not the case when I moved here. I paid \$450,000 for my condo which was hard earned money. Between Burbank and Van Nuys airports there is no peace. You have made my life here a living hell. Is moving during a pandemic a good idea? Why don't you folks buy it from me?

1

RESPONSE TO COMMENTER P-244

1. Comment noted. The comment is concerned with existing aircraft overflight and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-245
Carol Rosenblum

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations. There was already a plane that crashed near Van Nuys!

2

RESPONSE TO COMMENTER P-245

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

Commenter P-246**Jesse S**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-246

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-247
Sahand S

This project should be put on hold. The FAA must wait until related actions such as the City of Los Angeles' lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures are resolved.

1

RESPONSE TO COMMENTER P-247

1. Comment noted. See also Topical Response N: Connected Actions.

Commenter P-248
Tracy Sandler

The airplane noise has become a nuisance over the Sherman Oaks Van Nuys area especially at night. Sunday nights seem to be the worst. Please consider a change to the flight paths for Van Nuys and Burbank airports to lessen the noise in our neighborhood.

1

RESPONSE TO COMMENTER P-248

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-249
Carmen Santana

The incessant loud jet noise from Burbank Airport has destroyed our quality of life, and has made our home a miserable place to be. We have loud, whiney jets flying within 3000 feet altitude every 1-5 minutes every single damned day. The noise is torture, and has impacted every aspect of our lives. You have destroyed our lives.

1

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

2

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

3

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

6

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

7

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

8

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

9

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

10

RESPONSE TO COMMENTER P-249

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

3. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
7. See Topical Responses N: Connected Actions and E: Flight Procedures.
8. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
9. See Topical Response E: Flight Procedures.
10. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a

public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-250
Daniel Scheinkman

I live in Sherman Oaks and grew up in the Valley. I am VERY familiar with out flight patterns. When my wife and I spent out lifes' saving to invest in a home, we were not living "near the airport." Now, every morning, I'm woken up by commercial airlines flying directly over my home, every 2 minutes, starting at 7am. I can no longer sleep and work in quiet in my own home. My pets are scared. My home value is impacted, and now I'm trapped in my own biggest asset.

1

And now, we should EXPAND the terminal at Burbank? This airport was not intended to be a major passenger hub for a reason - it's a NEIGHBORHOOD AIRPORT.

2

With the FAA now callously changing departure procedures, exposing me and my family to daily assaults by noise and decreased air quality, expanding the terminal at Burbank only exacerbates these problems.

3

Terminal Expansion at Burbank is NOT IN THE INTEREST of the residents of the San Fernando Valley.

4

RESPONSE TO COMMENTER P-250

1. Comment noted. The comment is concerned with existing aircraft overflight and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. See also Topical Response K: Noise.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Response E: Flight Procedures.
3. Comment noted.
4. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-251
Louis Schillace

The residents of Toluca Lake are 100% in support of this new terminal. The convenience of Burbank Airport helps keep valley residents from needing to travel to LAX. The outdated cramped terminal should be updated to reflect the market it serves.

1

RESPONSE TO COMMENTER P-251

1. Comment noted.

Commenter P-252**Alisa Schlesinger**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-252

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-253
Mary Schreier

Fox the flight path issues first. These are all connected !! You're ruining the wildlife corridor and the peaceful neighborhoods to the South .

1

Shame on You for giving out false meeting info To the public.

2

RESPONSE TO COMMENTER P-253

1. Comment noted. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response B: NEPA Comment Process.

Commenter P-254**Todd Schroeder**

The new flight path out of Burbank airport MUST BE CHANGED!!! It is so disruptive to my neighborhood. These planes fly so low during take off that they rattle my windows in North Hollywood. And now that I have to work from home the disruption is constant throughout the day.

1

The fume from the planes are also reducing the quality of life for thousands directly under these planes.

If the Burbank airport is to expand, these flight paths must be changed back to their original paths before the FAA unilaterally changed them without considering the devastating impact to the surrounding neighborhoods directly under these low flying commercial airlines.

2

RESPONSE TO COMMENTER P-254

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. See Topical Response E: Flight Procedures.

Commenter P-255
Cynthia Schwieger

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

2

[T]he Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways traffic in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic pattern Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community.

3

They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

4

RESPONSE TO COMMENTER P-255

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

3. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
4. Comment noted.

Commenter P-256
Bob Semanovich

Dear FAA,

We have lived in our home in Fryman Canyon for 8 years. It was a very large purchase for us that we can't afford to walk away from. We loved living here until the planes started coming over. The planes have completely destroyed our quiet neighborhood. Every morning we are awoken by the jets flying over our house. We had looked in to selling the house but there's no interest due to the constant planes. We have a 9 year old who is scared as some of the planes are incredibly loud and shakes our home. You have destroyed our lives, our peaceful home and our biggest investment. There are times when we have to stop talking in our backyard as the planes drown out the conversation. When we watch TV at night we have to turn up the TV volume then the planes fly over. Not to mention the pollution being dropped on our homes. It is awful!!!

1

The planes MUST be rerouted to not go over the hills of Studio City. You are destroying the value of thousands of homes and ruining lives in numerous neighborhoods. I truly do not understand how anyone who has a say in this thinks it's OK to ruin so many people's lives.
I hope you have a conscience and will fix this issue immediately!

2

Thank you,
Bob Semanovich

RESPONSE TO COMMENTER P-256

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

2. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-257**Albert Shapiro**

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

2. The process for public participation has been improper and should be repeated and extended. Wrong dates for workshops and hearings were emailed to the public resulting in confusion. The wrong phone number was provided for the Hearing resulting in poor attendance.

2

3. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

3

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

4

Taxi time will be cut in half, facilitating rapid-fire departures.

5

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

6

4. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

7

5. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

8

6. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

9

7. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

10

8. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

11

9. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

12

10. The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

13

11. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

14

RESPONSE TO COMMENTER P-257

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. See Topical Response B: NEPA Comment Process.
3. See Topical Response N: Connected Actions.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Response E: Flight Procedures.
7. See Topical Response N: Connected Actions.
8. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the

comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.

9. See Topical Response A: Expand Study Area.
10. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
11. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
12. See Topical Response L: Socioeconomics.
13. See Topical Response E: Flight Procedures.
14. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

Commenter P-258
Andrew Shin

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

RESPONSE TO COMMENTER P-258

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur_

Commenter P-259**Andrew Silver**

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

4

RESPONSE TO COMMENTER P-259

1. See Topical Responses N: Connected Actions and E: Flight Procedures.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

3. See Topical Response E: Flight Procedures.
4. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-260**Gina Silverstein**

This project should be put on hold as COVID-19 has severely impacted Los Angeles residents in the area of BUR and VNY airports. My home in the Santa Monica Mountains of Sherman Oaks and its 4f protected parks and open spaces have already been devastated by the cumulative change in flight paths at both VNY and BUR airports. The FAA must reevaluate its flawed NextGen program and its consequences not only at these airports but also throughout the United States where the program has unleashed unwarranted harm on new communities that were not previously under paths. My neighborhood is 11 miles from BUR and has sustained 100+ low flying airline departures every day pre-Covid. In addition to VNY 6 miles away with 100+ jet departures every day often flying less than 2000 feet over our elevations, requiring GA planes and helicopters to fly even lower. It is dangerous and egregious.

1

The Replacement Terminal is inextricably related to these NextGen flight paths that the FAA shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017 at BUR (southerly shift) and May 2018 at VNY (with the implementation of PPRRY). Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns. And the BUR/VNY Task Force comprised of voting and non-voting LA City Council members and federal legislators provided recommendations in May 2020 to move the flights paths back to their historical vicinity. The FAA thus far has not agreed to those recommendations. Until that happens our communities should not be subject to an agenda of expansion.

2

Furthermore, the BUR DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

3

In addition, runway rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

4

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

RESPONSE TO COMMENTER P-260

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

2. See Topical Responses N: Connected Actions and E: Flight Procedures.
3. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

4. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
5. See Topical Response E: Flight Procedures.

Commenter P-261
Annette Skinner

BURBANK AIRPORT MUST REVERSE TO HISTORICAL FLIGHT PATHS BEFORE EXPANDING TERMINAL! A new and larger terminal will generate more air traffic with larger jets which means this narrow flight path in effect now will become even MORE INSANE. We have been stressed out each day for the past 3 years as low and loud jets fly directly over our house south of Ventura Blvd. in Studio City. The Dangerous Safety Issues must be dealt with NOW and reversion to historical flight paths before Terminal Expansion. We can not continue to live like this and it's unfair to dump ALL departure flight onto this small corridor over Studio City.

1

RESPONSE TO COMMENTER P-261

1. Comment noted. See Topical Responses F: Aircraft Operations and Enplanements and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-262**Dennis Skinner**

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

1

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must NOT GO FORWARD until the flight paths are CHANGED BACK to historical patterns.

2

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

3

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the DRAMATIC change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

4

The DEIS failed to study and include neighborhoods SOUTH of the Airport & Very High FIRE Hazard Severity ZONE of the Santa Monica Mountains. This grave error must be rectified before this process can move forward. PLEASE PAY ATTENTION TO NEEDS OF THE PEOPLE THAT IS FAIR TO ALL.

5

RESPONSE TO COMMENTER P-262

- As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical

Response G: Safety.

2. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
3. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
4. See Topical Response E: Flight Procedures.
5. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Response A: Expand Study Area.

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-263
Robert Skir

These plans for the Bob Hope Hollywood Burbank Airport would only increase the amount of air traffic in the area, increasing the noise nuisance that is already adversely impacting our living conditions. Please help us stop this from happening.

1

RESPONSE TO COMMENTER P-263

1. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-264
Alan Slasor

This noise pollution is incessant and toxic to live with. It creates an invisible threat to the community's mental health. Just one more assault to our quality of life. Please revert the flight path back to it's northern route. Thank you.

1

RESPONSE TO COMMENTER P-264

1. Comment noted. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-265
Adele Slaughter

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-265

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-266**Stacy Slichta**

1

I've spoken at many of the airport commission meetings, as well as the task force meetings, and I just wanted to reiterate my concerns and my -- what is -- what has happened with the flight path going over to schools within LAUSD and on the private schools.

The way points are within 250 feet of Carpenter Community Charter and Bridges Community. We have tracked many of the planes going very low over the school. We've had many City people come out and take a look at it and listen to the noise and the effects that it's possibly having on the children.

Since we're in a pandemic right now, obviously the school children aren't in session. But this does not mean that it's still not a great concern of the parents in the community on how this is going to affect our children in the future.

Burbank has had a lot of money allotted to them for soundproofing or even moving schools during the -- when the -- the planes were at a higher decibel level and frequency over the school, and I would hope that Burbank Airport would look into this as the same -- if planes are continually to go over other schools.

Just because we are outside Burbank, Glendale and Pasadena does mean that we are not affected by the airport. And we owe this to our school children and our community.

They are our future. And we need to support them and make sure that they get the best education possible.

If they have an airplane going over their schools, sometimes in 90-second clips, at low altitude, it not only affects the sound, but also the air quality in the area, and Carpenter Community Charter has been there for a long time. We've never had a problem before.

The graduations over the years have been recorded, and it was only over the last couple of years that during these graduations, the kids have had to stop multiple times during their commencements, as well as during school days.

And I hope that this is really taken into great consideration. LAUSD has also said something to both the task force as well as the airport, that they are watching this, and they are concerned for the safety and security of the children of LAUSD, as well as the children of other communities that will be affected by this.

RESPONSE TO COMMENTER P-266

1. Comment noted. The comment is about the existing flight paths and not the Proposed Project. As discussed in **Section 4.12.3.4** of the EIS, there are nine schools in the General Study Area. None of those nine schools are within the CNEL 65 dB noise contour. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. The two schools mentioned in the comment are not within the General Study Area and would not be affected by the Proposed Project. Also see Topical Response N: Connected Actions. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-267
Deirdre Lenihan Sloyan

Deirdre Lenihan Sloyan
3915 Ventura Canyon Ave
Sherman Oaks, CA 91423

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
777 S. Aviation Blvd. Suite 150
El Segundo, CA 90245

It may be that the thousands of homeowners who woke up one August morning 2018 in a jet stream, who saw their gardens and parks blasted by fuel and noise, victims of a modern enactment of Eminent Domain without warning or redress, it may be they will have to wait until Elaine Chao, U.S. Secretary of Transportation, is relieved of her duties in January 2021 as booster of the 737 Max and defender of "infrastructure."

1

We will miss her. We will miss the clueless agents of The FAA with their power points and double speak coming to our Valley to soothe the frantic population.

To the women and families behind Studio City For Quiet Skies and UpRoar, working tirelessly on our behalf, we are grateful. We are also grateful to our local Representatives who attended the Task Force meetings even without the power to vote.

2

The flight paths must be reinstated to the normal routes over Burbank. Did I say Burbank??!! The proud seat of Bob Hope Airport??!! The coffer-enriched modest city glutted with the revenues of movie studios and corporations??!!

3

Would a new World Class Burbank Airport agree to shore up the public schools of Studio City, Sherman Oaks, and Encino? Give us a hand with our homeless population? Fit everyone out with double-pane windows and Prozac?

No, the terminal expansion is a pipedream of an industry coming to an end.

4

Remember, our new Vice President is a native of California. She will hear us.

Sincerely,

Deirdre Lenihan
Deirdre Lenihan Sloyan
lenihan519@earthlink.net
818 421-4998



RESPONSE TO COMMENTER P-267

1. Comment noted.
2. Comment noted.
3. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
4. Comment noted.

Commenter P-268
Karen Spangenberg

The new terminal will go from 232k sq at to no larger than 355 sqft allowing for LARGER JETS (B79s, B737maxs and Aerobus) to fit at the same number terminal where currently the gates are too close together to allow larger jets at all 14 gates, Larger jets ie B739s are too big heavy and LOUD to fly out of BUR as they usually peak noise monitors over allowable 83 db a mile away from the airport (NM16 and 19).

1

Also jets should take off to the north and east and when wind direction mandates landing from the south, should take off to the west.

2

Also INCREASE rate of accent of aircraft.

3

Mandatory night curfew for cargo jets the size which UPS and FEDex fly. Think of the children.

4

RESPONSE TO COMMENTER P-268

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements.
2. As stated in **Section 1.2.2.1** of the EIS, there is a current restriction on departures of aircraft larger than 12,500 pounds on Runway 8 due to the proximity of aircraft to the LAX Arrival Stream and the Verdugo mountains east of the Airport. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. Also see Topical Response E: Flight Procedures.
3. Comment noted.
4. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10:00pm and 6:59am. As shown in **Section 1.4** of the EIS, a change in this voluntary curfew was not included as a component of the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration,

aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Therefore, mitigation in the form of a curfew is not required and outside the scope of the EIS.

Regarding curfews, see Topical Response J: Aircraft Operations and Enplanements.

Commenter P-269**Norman Spieler**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-269

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-270**Inga Stanelun**

It's been stated by the FAA and Burbank Airport that having flights depart to the south over Los Angeles is "safer" due to wind and the topography around the Airport. People of Los Angeles, under that new southerly departure path, are suffering with 96% of all flight traffic noise and pollution.

1

If the current Airport configuration has so many limitations or flaws for direction of flight departures, then before construction starts, the plans for the Terminal and Airfield should be significantly re-designed and modified---Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33.

2

OR, the entire airport should be MOVED: Re-built in a different geographical location that allows safer departures to the north and does not require sending flights over the New Community in Los Angeles at 96% of the time. The population density, school locations, homes and the volume of flights at the airport has all changed dramatically since the 1950s Bob Hope era. So take this opportunity to Re-Think, Re-Design or Re-Locate the Airport altogether.

3

Per the environmental study, which failed to include the actual flight paths over Los Angeles – Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the current flight paths over Mullholland Corridor and the Santa Monica Mountains. These new flight paths began in 2017, a change that was admitted to by the FAA. These flight paths send low-altitude planes over numerous schools and PROTECTED 4F federal MRCA park land mountains.

4

Per noise levels: In the hillside mountain areas, jet engine sounds ECHO off the mountainous topography in the Mulholland and Coldwater Canyon areas -- resulting in dramatically AMPLIFIED plane noise levels and echoes that linger and extend for miles, disturbing residents, school classes, and park hikers. Any previous studies of noise levels over the flat lands in Burbank or any areas outside the specific mountain range where the planes now fly is not comparable, and cannot be considered accurate or valid, therefore: The topography of the mountains and 1-2 mile radius of echo range must be included in any noise study or environmental study and performed again.

5

The fire risk assessment must be particular to the Santa Monica Mountain range and the nearby homes, which is an officially designated "HIGH FIRE" risk and hazard area.

6

The flight paths and their noise has caused Los Angeles residents in the New Community an enormous decline in quality of life: worries of fire risk, sleep disruption and sleep deprivation, work disruption, health risks from noise stress, health risks from jet fuel pollution, the inability to enjoy their property, the inability to enjoy quiet in nature parks, and concerns about long and short term damage to protected parks and wildlife. These worries have started numerous discussions about lawsuits against the FAA and Burbank Airport....by persistent and resourceful Los Angeles residents who are, as a group, concerned about their health, their children, and their property values.

7

Please take this opportunity to avoid further public outcry and controversy by reverting to historical flight paths and re-vamping the Airport plans.

8

RESPONSE TO COMMENTER P-270

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
3. **Sections 2.4.1** and **2.4.3** of the EIS describes an alternative of constructing a new airport at a location away from the populated area of the San Fernando Valley and an alternative to transfer aviation activity to other airports, respectively. **Section 2.5.1** of the EIS indicates that constructing a new airport is not practical or feasible to implement and was eliminated from further consideration. **Section 2.4.3** of the EIS indicates that transferring aviation activity to other airports would not resolve the problem of the existing passenger terminal building not meeting all current FAA standards and eliminated this alternative from further consideration.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur

4. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Responses E: Flight Procedures and I: Department of Transportation Section 4(f).
5. Comment noted. The General Study Area, which is presented in **Exhibit 3.2-2** of the EIS, does not include the hillside mentioned in the comment. This General Study Area is in compliance with Paragraph B-1.4 of FAA Order 1050.1F, which states “An airport environs study area must be large enough to include the area within the DNL 65 decibels (dB) contour and may be larger.” Thus, the General Study Area boundary is based, in part, on the current 65 dBA Community Noise Equivalent Level (CNEL) noise contour, with the boundary lines expanded to follow major roadways in the area. Although the AEDT noise model, which is the FAA-approved noise model, includes topography as an input to the model, the hillsides in the southern San Fernando Valley are not within the 65 dBA CNEL noise contour and are outside the General Study Area. Thus, Mulholland and Coldwater Canyon areas were not included in the noise analysis contained in the EIS. No additional noise analysis is warranted. Also see Topical Response A: Expand Study Area.
6. See Topical Response J: Hazards.
7. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
8. Comment noted. See Topical Response E: Flight Procedures.

Commenter P-271
Marilyn Stempel

RETURN TO THE FLIGHT ROUTES PRIOR TO NEX GEN.

4 years ago there were no flights over my home.. I am now assaulted.

NO TERMINAL WITHOUT RETURNING PRIOR ROUTES.

1

RESPONSE TO COMMENTER P-271

1. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-272
Becca Stern

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

RESPONSE TO COMMENTER P-272

1. Comment noted. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur

Commenter P-273**Kelly Straub**

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

2

Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

3

FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

4

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

5

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

6

Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

8

Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

9

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

10

Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

11

FAA must fix NextGen to disperse the flights equitably before this project should proceed!

12

RESPONSE TO COMMENTER P-273

1. See Topical Response A: Expand Study Area.
2. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).
3. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
4. See Topical Response L: Socioeconomics.
5. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
6. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization’s (ATO’s) amendments to departure routes from the Airport as part of the FAA’s Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
7. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the

Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

8. See Topical Response E: Flight Procedures.
9. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

10. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
11. Comment noted.
12. Comment noted. Also see Topical Response E: Flight Procedures.

Commenter P-274**Dennis Sullivan**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-274

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-275
David Sweeney

Dear FAA. We live in beautiful Fryman Canyon, neighbor to the Betty Dearing Trail which is part of the Santa Monica Mountains. The rerouting of the planes from Burbank and Van Nuys has ruined our peaceful neighborhood. Studio City is home to many families, schools, movie studios, etc and the area has been destroyed by a constant stream of planes from morning until night. The noise is unbearable and shakes our home. Can you please move the planes to the north and over the 101 Freeway? People are very unhappy, fearful and worried about the noise and pollution. It has caused problems in our home on a personal level as well as the noise causes us lots of anxiety. Can you please help us?

1

RESPONSE TO COMMENTER P-275

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-276
Lauren Swickard

The new flight paths have decreased the owls in our neighborhood. The planes are now flying over protected park lands and it's becoming obvious it's hurting the environment around us!

1

RESPONSE TO COMMENTER P-276

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-277**Casey Tabach**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-277

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-278
Talin Tenley

This project should be out on hold to allow Angelenos sufficient time to review the changes proposed and to comment accordingly.

1

RESPONSE TO COMMENTER P-278

1. See Topical Response C: Extend Comment Period.

Commenter P-279**Rosemarie Thomas**

Imagine buying a house with almost no airplanes and then one day the flight pattern is changed and you have over 250 planes a day at ALL times flying over your once quiet home. Sometimes 3 planes in the air at one time. We live in a fire zone! We live in a canyon where the sound echo's 5 times.

1

Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

2

FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

3

The Replacement Terminal is part of the ongoing Public Controversy over the new departure flight paths that began in March 2017. FAA moved the departure flight path from Burbank southward over the New Community that had rarely experienced aircraft traffic. The people of Los Angeles south of the Airport should not receive 96% of all flights. The Terminal and Airfield should be modified so aircraft can depart safely on all runways in order to abate Public Controversy. More than 3,000 people have signed a petition to stop the Replacement Terminal until Flight Paths revert to historic patterns.

4

Metroplex flight paths that concentrated and shifted jets more than 2 miles south, double digit growth at both Burbank and Van Nuys Airports, FAA's Proposed Procedures at BUR and VNY to create a double decker jet superhighway, and imminent future projects including Amazon's new 700,000 sf Distribution Center adjacent to the Airport -- are all Cumulative Impacts from this Terminal Project that fall upon the New Community!

5

Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

6

PLEASE GO BACK TO THE ORIGINAL FLIGHT PATTERN THAT WORKED!

7

RESPONSE TO COMMENTER P-279

1. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
2. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
3. See Topical Response L: Socioeconomics.
4. See Topical Response E: Flight Procedures.
5. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur. As stated in **Section 3.16** of the EIS, the FAA Air Traffic Organization's (ATO's) amendments to departure routes from the Airport as part of the FAA's Southern California Metroplex project as well as the Avion Business Park were included as cumulative projects listed in **Table 3.16-1** of the EIS. The Avion Business Park project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. **Section 4.15** of the EIS identifies the cumulative effects of the No Action Alternative and Proposed Project when considered with past, present, and reasonably foreseeable future actions listed in **Table 3.16-1** of the EIS. Also see Topical Response M: Cumulative Impacts.
6. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project

is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

7. See Topical Response E: Flight Procedures.

Commenter P-280
Selina Thomasian

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns. Stop the lies, and stop ruining our lives and fix the flight paths before proceeding with any expansion!

4

RESPONSE TO COMMENTER P-280

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-281
Shant Thomasian

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns. Stop ruining our lives and fix the flight paths before proceeding with any expansion

4

RESPONSE TO COMMENTER P-281

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-282
Katina Trotzuk

Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

1

RESPONSE TO COMMENTER P-282

1. See Topical Response A: Expand Study Area.

Commenter P-283**Mark Trugman**

Burbank Airport must cease segmentation and adhere to a Master Plan. Before moving forward with the Replacement Terminal, the Burbank Airport must be required to prepare a 20 to 30-year Master Plan for the Airport. An Airport Master Plan, according to FAA, represents the airport's blueprint for long-term development. One goal of a master plan is "To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations." The intent of the Master Plan would also be to prevent continuous segmentation of development by BGPAA. We need to know what Burbank Airport has in store for us!

The Project DEIS only studies the Terminal, along with some other "ancillary" components -- but not including the entire Airfield and Airport. This leaves a lot of wiggle room for the Authority to attempt to use "segmentation" to add features not included in the DEIS, as they see fit. This is unfair to the public, who are never addressed properly as Stakeholders. A Master Plan would add transparency and require the Authority to act more responsibly

1

The Authority has avoided disclosing developments to and adjacent to the Airport Operating Area and Airfield. There is no process for public disclosure. When they wanted to enlarge the Delta Apron, they simply wrote to the FAA to inform them and the Project was essentially backdated and added to the 2017 ALP in March of 2020! FAA called it an "informal addition" to the 2017 ALP design. In September 2020, the BGPAA approved, a new, two-acre parking area for Class 3 and 4 Aircraft to be developed on "bare earth" – and FAA inappropriately approved that project with a CATEX. This DEIS does not include this environmentally impactful component which is just 300 feet from sensitive receptors. Although these added Airport features may seem innocuous at first glance, they are decidedly not. They affect the desirability of the airport to operators and bring more operations and larger jets to the airport. This ad hoc addition of features to lure operators to BUR is segmentation.

2

Although, an approved ALP is required before approval of the DEIS, the ALP cannot take the place of the DEIS, and allow segmented components to escape environmental assessment. All projects, especially those that increase operations and/or encourage a change in fleet to larger aircraft, must be included in a revised, recirculated DEIS, or denied.

3

In addition to this example of the Airport's continuous development, the City of Burbank has approved two major developments, Avion and Golden State District (DEIR pending), that include 18 acres with the zoning classification of "Airport." What will be built there and when will that development be disclosed? This appears to be a further, de facto expansion of the Airport on contiguous properties, and constitutes segmentation. Avion will be the home of a seven-hundred thousand square foot distribution center and is almost certain to be followed by Amazon Air, with numerous additional operations and no curfew.

4

One of the goals stated in the Notice of Preparation for the Golden State District is "[to] support the efforts to make the Hollywood Burbank Airport a world-class facility." This arrogant goal come with a cost – it will have grave impacts on our community – including all of the residents under the focused departure path 5-15 miles from BUR, who are never considered in the entire DEIS! This makes a mockery of FAA's process. The public must have the right to know and to act on knowledge of an ever-expanding Airport Complex that will bring more operations and larger jets, over changed flight paths, never considered in either the CEQA EIR or FAA'S DEIS.

5

A MASTER PLAN is necessary and must be required when the BGPAA and City of Burbank demonstrate a concerted intent to continue to expand the airport and airport operations, and have little "skin in the game," in terms of negative impacts, as aircraft quickly exit Burbank toward nearby points southwest in Los Angeles, and arrive from Los Angeles, just west of Burbank.

6

RESPONSE TO COMMENTER P-283

1. In accordance with FAA Advisory Circular 150/5050-6B, *Airport Master Plan*, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

The comment did not identify any alleged segmented projects. All of the project components associated with the Proposed Project are fully described in **Section 1.4** of the EIS. The Proposed Project is an independent and complete project in accordance with National Environmental Policy Act

(NEPA) and Federal Aviation Administration (FAA) guidance on NEPA implementation and does not rely on other projects to operate and function. Also see Topical Response N: Connected Actions.

2. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* Also see Topical Response M: Cumulative Impacts.
3. According to FAA Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*, an Airport Layout Plan (ALP) is *"a scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA."* Therefore, the ALP shows the ultimate development at an airport and "all airport development at federally obligated airports must conform to an FAA-approved ALP." According to FAA AC 150/5070-6B, Change 2, *Airport Master Plans*, *"The FAA may approve the ALP drawing set conditionally, based on specific components that will be subject to further review and approvals prior to funding and implementation"*, such as environmental review, or the *"FAA may unconditionally approve the ALP drawing set when all proposed development projects are either categorically excluded from additional environmental processing, have received a Finding of No Significant Impact resulting from*

an Environmental Assessment, or have received a Record of Decision resulting from an Environmental Impact Statement."

Therefore, a completed NEPA document is required before unconditionally approving portions of an ALP that require FAA approval. The Proposed Project includes all project components required for the project to function, including those that FAA does not have authority to approve. This ensures that FAA is considering all potential environmental impacts. Also see Topical Responses M: Cumulative Impacts and N: Connected Actions. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

4. The comment referring to property zoned "Airport"⁷³ is a portion of the Avion Business Park development, which is adjacent to property owned by the Authority. The Authority has no control over the Avion property and, as shown in **Exhibit 3.10-2** of the EIS, this property is not within the boundaries of the Airport. The development associated with the Avion Business Park was subject to an Environmental Impact Report (EIR) under CEQA and certified by the City of Burbank. **Section 3.16** of the EIS lists the past, present and reasonably foreseeable future projects evaluated for cumulative impacts. This includes the Avion Business Park, which is a project within the Golden State Specific Plan being prepared by the City of Burbank. The Avion Business Park is the location of the Amazon delivery station, which would be a warehouse operation and would not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. For a discussion of the cumulative impact analysis contained in the EIS, see Topical Response M: Cumulative Impacts.

⁷³ City of Burbank, Burbank Municipal Code, Section 10-1-502.

5. It is assumed that the “Airport Complex” referenced in the comment is the property owned by the Authority. As shown in **Exhibits 1.4-1** and **1.4-2** of the EIS, no expansion of Airport property is included as part of the Proposed Project.

The Golden State Specific Plan is a long-range planning document being prepared by the City of Burbank. The Specific Plan identifies overall development strategies for the Golden State District. Specific projects within the Golden State Specific Plan include the Avion Business Park, which is identified as a cumulative project in **Section 3.16** of the EIS. As stated in **Appendix K** of the EIS, development in the City of Burbank is included in the future traffic volumes on roadways in the Airport vicinity. Thus, the surface traffic model used for analysis in the EIS incorporates future development within the Golden State Specific Plan. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, forecasted increases in aircraft operations and enplanements would occur whether the Proposed Project is approved and implemented or not.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

6. In accordance with FAA Advisory Circular 150/5050-6B, *Airport Master Plan*, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for federal environmental analysis or a decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve

utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-284**Mark Trugman**

This comment is focused on increased growth and operations at the airport.

• **Larger Terminal Will Increase Operations:** A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

1

Taxi time will be cut in half, facilitating rapid-fire departures.

2

This new Terminal will undoubtedly cause greater impacts to the residents in the Southern San Fernando Valley and Santa Monica Mountains who have suffered for more than 3.5 years under illegitimate flight paths moved, admittedly by the FAA, without notice or environmental study.

3

• **Purpose and Need has Changed Since Original CEQA EIR and Measure B:** The DEIS refers to increased "passenger demand." According to the DEIS, "the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the future projected increases in passengers indicated in the forecast." This is the first time that the Purpose and Need for the Replacement Terminal has included GROWTH, which was not part of the CEQA EIR. The original 2016 CEQA EIR was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the Replacement Terminal for a larger 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft (25% increase from 180 seats) to use the facility. Prior to this DEIS, Purpose and Need was for safety and amenities only. If the FAA/BUR want to expand the Purpose and Need to increase operations and demand, they must go back to square one, revise the CEQA and be honest with Burbank voters.

4

5

- Purpose and Need is Misleading as to Growth: Purpose and Need states that, "Replacement of existing facilities are not elements or factors affecting aviation activity." However, with the proposed terminal expansion and changes, BUR will be a larger and much more desirable and efficient airport to use than it is currently. The new, more modern, comfortable and convenient airport will entice travelers to use BUR rather than LAX, which will most definitely "affect aviation activity." Undoubtedly, there will be extensive promotion by BUR and the airlines touting the new amenities at BUR. According to the DEIS, airside facilities and gates are currently not used to capacity. The proposed project will increase capacity and encourage unrestricted growth in operations. More operations and larger jets will undoubtedly heap impacts on Los Angeles residents south of the airport that are bearing the brunt of 96% of all departures.

6

- Increased Operations and Growth – FAA's Projections are low and inaccurate: FAA's projections for Passenger Enplanements fail to consider record numbers recorded in 2019, which were available in time to be included in this study, but were omitted. From 2015 through 2019, the average annual increase in Passenger Enplanements was 9.3%, even though this period included two low "recovery years." In years 2016 through 2019 Enplanements increased an average of over 13% annually. Nevertheless, FAA's forward projections include only 1 and 2% annual increases, beginning in year 2020. Using the more modest, five-year average of 9.3% annual increases, results in a calculation that is more than double that of the FAA. Furthermore, analyzing operations between 2015-2020 demonstrates a strong trend toward larger aircraft with a 39% increase in Air Carriers and a 58% increase in Air Taxis while General Aviation has decreased by 17%.
- FAA Underestimates Growth Impacts All DEIS Categories: Underestimating growth influences every single category considered in the DEIS so that every calculation is wrong. For example, FAA's projections of minimal future growth result in a massive underestimation of environmental impacts. All impacts from operations are based on the number of passengers and operations. Thus, when FAA estimates annual growth rates that are one-seventh to one-tenth of annual growth rates over recent years, they are creating misleading data that reverberates throughout all categories of the DEIS. The impacts multiply. There are more air pollutants and toxic chemicals, more noise, more socioeconomic impacts and Green House Gasses.
- Promotion and Growth: It is highly likely that Burbank Airport will continue to spend heavily on promotion to increase passenger numbers and operations, as they have done in past years resulting in a 41% increase in passengers from 1/1/2017-12/31/2019. However, now this extensive promotion, touting a brand new and comfortable, highly efficient terminal, will have an even greater effect, increasing

operation numbers far beyond what was projected by the FAA and what was included in the CEQA EIR.

RESPONSE TO COMMENTER P-284

1. See Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As discussed in **Section 4.11** of the EIS, the Proposed Project would not result in any noise-related impacts because it would not change any of the departure routes from the Airport or the number of aircraft operations at the Airport.
4. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements. In addition, the FAA is not responsible for environmental review documentation in compliance with the California Environmental Quality Act (CEQA). Therefore, the commenter is not correct in stating that the FAA should revise CEQA documentation. FAA has no role in the preparation of a CEQA document at the Airport.

5. See Topical Response F: Aircraft Operations and Enplanements.
6. As stated in **Section 1.2.3** of the EIS, the FAA's Terminal Area Forecast (TAF) was used for providing forecast aircraft operations and passenger

enplanements at the Airport. This is the official FAA forecast for an airport and takes into account a variety of factors to determine increases or decreases in aviation activity at a specific airport. The FAA updates the TAF every year and bases the updates on economic activity and trends in the aviation industry.

As stated in **Section 1.2.3** of the EIS, **Table 1.2-1** and **Exhibit 1.2-5** provide the 2018 historical aircraft operations for the years 2000 through 2018 as well as the forecast aircraft operations for 2019 through 2029 (five years after the proposed opening of the replacement passenger terminal building). **Table 1.2-1** and **Exhibit 1.2-5** in the EIS show that the number of operations peaked in 2006 at 191,483 operations and that aircraft operations are forecast to increase to 143,973 in 2024 (the proposed opening year of the replacement passenger terminal building) and to 151,656 in 2029 (five years after the passenger terminal building opens), which is about 24 and 20 percent lower, respectively, than the peak in 2006.

It is important to note that the increases in passenger enplanements and aircraft operations presented in the comment would apply to both the No Action Alternative and the Proposed Project. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Given that the Proposed Project would not result in any changes to the aircraft fleet mix or the number of aircraft operations, any changes in air pollutant emissions or noise occurring as a result of increases in aircraft operations would occur for both the No Action Alternative and the Proposed Project. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-285**Petra Tulic**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-285

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-286
Kimberly Turner

From: Kimberly Turner <turner.kimberly.4@gmail.com>
Sent: Tuesday, September 15, 2020 11:41 AM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Cc: Patrick Lammerding <PLammerding@bur.org>; Karen Kirk <kkirk@bur.org>; Lucy Burghdorf <LBURGHODRF@bur.org>
Subject: Fwd: Thank you for your interest in participating!

Dear Ms. Mbakoup,

Please see the below conversation. The response system for the hearing is confusing at best, and will mislead our community that is severely impacted by BUR flight paths and vitally interested in the new terminal process. My email to Lucy Burghdorf below explains the problem in detail.

1

Can you please look into this as soon as possible? As you know, the workshops and hearings are coming up in approximately a week and we can't afford to have any further confusion. The DEIR is over 1,000 pages and is confusing enough for impacted residents to digest in such a short period of time.

I look forward to hearing from you.

Kimberly Turner
Studio City Resident

----- Forwarded message -----

From: Lucy Burghdorf <LBURGHODRF@bur.org>
Date: Tue, Sep 15, 2020 at 9:03 AM
Subject: RE: Thank you for your interest in participating!
To: Kimberly Turner <turner.kimberly.4@gmail.com>, Karen Kirk <KKirk@bur.org>

Let me look into this. Lucy

From: Kimberly Turner <turner.kimberly.4@gmail.com>
Sent: Tuesday, September 15, 2020 9:00 AM
To: Lucy Burghdorf <LBURGHDORE@bur.org>; Karen Kirk <KKirk@bur.org>
Subject: Re: Thank you for your interest in participating!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Lucy,

That is not what I asked. Please read my original email to Karen. **The issues I've experienced thus far are registering for and speaking at the hearing.** I registered for the hearing about a week ago and never got a confirmation. I went on last night to register to **speak** at the hearing and then **registered again to attend** the hearing since I never received an email confirmation the first time. This time I got the email confirmation below from Diran Durango (also strange). It is **thanking me for signing up to "receive project updates"** when it should be thanking me for registering and speaking at the hearing. On top of that, the "How to Participate" link goes to "page not found."

I would like for you to confirm that I am on a list to **attend and speak** at the **hearing** because nothing that I have received says that I am.

I would suggest you send a proper email to those who have confirmed registrations to attend and to speak.

Also, I am now skeptical on behalf of the public because I registered to attend the hearing a week ago and didn't receive a confirming email. There could be people who registered, did not receive confirmation, and did not follow up to ask for confirmation. Are they really registered?

Finally, please fix the confirming email itself -- it should thank me for signing up for hearing and for signing up to speak. Also, the "how to participate" link should not be a dead link.

Kimberly Turner

PS -- FYI I did not sign up for the workshop yet because it **requires** that I be ready with my questions. The DEIS is over 1000 pages --- it takes some time for the public to digest and formulate questions. Unfortunately, BUR/FAA has provided very little time for that.

On Tue, Sep 15, 2020 at 8:15 AM Lucy Burghdorf <LBURGHDORE@bur.org> wrote:

Kimberley: Here's the link to register. Please try again and let me know if you were successful in doing so.

<https://bobhopeairporteis.com/public-workshop-registration/>

Lucy Burghdorf

From: Karen Kirk <KKirk@bur.org>
Sent: Tuesday, September 15, 2020 8:09 AM
To: Kimberley Parker-Polito <kparkerpolito@bur.org>; Lucy Burghdorf

<LBURGHIDORF@bur.org>

Subject: FW: Thank you for your interest in participating!

FYI

Looks like we may be having problems with the website? Please get back to Kimberly Turner directly.

Thank you,
Karen

From: Kimberly Turner <turner.kimberly.4@gmail.com>

Sent: Monday, September 14, 2020 9:01 PM

To: Karen Kirk <KKirk@bur.org>; SUELLEN WAGNER <suellenwagner@me.com>

Subject: Fwd: Thank you for your interest in participating!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Karen,

I registered about a week ago to attend the hearing and never received a response confirming attendance. I just went on again to register to speak and thought perhaps I should register to attend again, just to make sure. I received the below response from "diran@dirango.com" which seems strange... In addition, it's thanking me for signing up to "receive project updates" when I actually signed up to attend and speak. It really seems like you've been hacked, but I'm not sure. Can you please confirm that I am on the list to attend and to speak at the hearing? You may want to "fix" the responses before the onslaught of public registration begins.

I look forward to your response.

Thank you,

Kimberly Turner

----- Forwarded message -----

From: Bob Hope "Hollywood Burbank" Airport Replacement Passenger Terminal and Ancillary Improvements <diran@dirango.com>

Date: Mon, Sep 14, 2020 at 8:33 PM

Subject: Thank you for your interest in participating!

To: turner.kimberly.4@gmail.com <turner.kimberly.4@gmail.com>

Thank you for signing up to receive project updates on the Bob Hope "Hollywood Burbank" Airport Replacement Passenger Terminal and Ancillary Improvements Environmental Impact Statement! Please visit the "[How to Participate](#)" page of the website for more information on how to get involved.

RESPONSE TO COMMENTER P-286

1. Comment noted. Instructions for participating in the virtual public hearing were sent to all registrants on September 22, 2020. Also see Topical Response B: NEPA Comment Process.

Commenter P-287
Kimberly Turner

This comment is focused on increased growth and operations at the airport.

• Larger Terminal Will Increase Operations: A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

1

Taxi time will be cut in half, facilitating rapid-fire departures.

2

This new Terminal will undoubtedly cause greater impacts to the residents in the Southern San Fernando Valley and Santa Monica Mountains who have suffered for more than 3.5 years under illegitimate flight paths moved, admittedly by the FAA, without notice or environmental study.

3

• Purpose and Need has Changed Since Original CEQA EIR and Measure B: The DEIS refers to increased "passenger demand." According to the DEIS, "the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the future projected increases in passengers indicated in the forecast." This is the first time that the Purpose and Need for the Replacement Terminal has included GROWTH, which was not part of the CEQA EIR. The original 2016 CEQA EIR was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the Replacement Terminal for a larger 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft (25% increase from 180 seats) to use the facility. Prior to this DEIS, Purpose and Need was for safety and amenities only. If the FAA/BUR want to expand the Purpose and Need to increase operations and demand, they must go back to square one, revise the CEQA and be honest with Burbank voters.

4

5

- **Purpose and Need is Misleading as to Growth:** Purpose and Need states that, “Replacement of existing facilities are not elements or factors affecting aviation activity.” However, with the proposed terminal expansion and changes, BUR will be a larger and much more desirable and efficient airport to use than it is currently. The new, more modern, comfortable and convenient airport will entice travelers to use BUR rather than LAX, which will most definitely “affect aviation activity.” Undoubtedly, there will be extensive promotion by BUR and the airlines touting the new amenities at BUR. According to the DEIS, airside facilities and gates are currently not used to capacity. The proposed project will increase capacity and encourage unrestricted growth in operations. More operations and larger jets will undoubtedly heap impacts on Los Angeles residents south of the airport that are bearing the brunt of 96% of all departures.

6

- **Increased Operations and Growth – FAA’s Projections are low and inaccurate:** FAA’s projections for Passenger Enplanements fail to consider record numbers recorded in 2019, which were available in time to be included in this study, but were omitted. From 2015 through 2019, the average annual increase in Passenger Enplanements was 9.3%, even though this period included two low “recovery years.” In years 2016 through 2019 Enplanements increased an average of over 13% annually. Nevertheless, FAA’s forward projections include only 1 and 2% annual increases, beginning in year 2020. Using the more modest, five-year average of 9.3% annual increases, results in a calculation that is more than double that of the FAA. Furthermore, analyzing operations between 2015-2020 demonstrates a strong trend toward larger aircraft with a 39% increase in Air Carriers and a 58% increase in Air Taxis while General Aviation has decreased by 17%.

- **FAA Underestimates Growth Impacts All DEIS Categories:** Underestimating growth influences every single category considered in the DEIS so that every calculation is wrong. For example, FAA’s projections of minimal future growth result in a massive underestimation of environmental impacts. All impacts from operations are based on the number of passengers and operations. Thus, when FAA estimates annual growth rates that are one-seventh to one-tenth of annual growth rates over recent years, they are creating misleading data that reverberates throughout all categories of the DEIS. The impacts multiply. There are more air pollutants and toxic chemicals, more noise, more socioeconomic impacts and Green House Gasses.

- **Promotion and Growth:** It is highly likely that Burbank Airport will continue to spend heavily on promotion to increase passenger numbers and operations, as they have done in past years resulting in a 41% increase in passengers from 1/1/2017-12/31/2019. However, now this extensive promotion, touting a brand new and

comfortable, highly efficient terminal, will have an even greater effect, increasing operation numbers far beyond what was projected by the FAA and what was included in the CEQA EIR.

RESPONSE TO COMMENTER P-287

1. See Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.
4. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements. In addition, the FAA is not responsible for environmental review documentation in compliance with the California Environmental Quality Act (CEQA). Therefore, the commenter is not correct in stating that the FAA should revise CEQA documentation. FAA has no role in the preparation of a CEQA document at the Airport.

5. See Topical Response F: Aircraft Operations and Enplanements.
6. As stated in **Section 1.2.3** of the EIS, the FAA's Terminal Area Forecast (TAF) was used for providing forecast aircraft operations and passenger

enplanements at the Airport. This is the official FAA forecast for an airport and takes into account a variety of factors to determine increases or decreases in aviation activity at a specific airport. The FAA updates the TAF every year and bases the updates on economic activity and trends in the aviation industry.

As stated in **Section 1.2.3** of the EIS, **Table 1.2-1** and **Exhibit 1.2-5** provide the 2018 historical aircraft operations for the years 2000 through 2018 as well as the forecast aircraft operations for 2019 through 2029 (five years after the proposed opening of the replacement passenger terminal building). **Table 1.2-1** and **Exhibit 1.2-5** in the EIS show that the number of operations peaked in 2006 at 191,483 operations and that aircraft operations are forecast to increase to 143,973 in 2024 (the proposed opening year of the replacement passenger terminal building) and to 151,656 in 2029 (five years after the passenger terminal building opens), which is about 24 and 20 percent lower, respectively, than the peak in 2006.

It is important to note that the increases presented in the comment would apply to both the No Action Alternative and the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Given that the Proposed Project would not result in any changes to the aircraft fleet mix or the number of aircraft operations, any changes in air pollutant emissions or noise occurring as a result of increases in aircraft operations would occur for both the No Action Alternative and the Proposed Project. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-288
Kimberly Turner

Burbank Airport must cease segmentation and adhere to a Master Plan. Before moving forward with the Replacement Terminal, the Burbank Airport must be required to prepare a 20 to 30-year Master Plan for the Airport. An Airport Master Plan, according to FAA, represents the airport's blueprint for long-term development. One goal of a master plan is "To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations." The intent of the Master Plan would also be to prevent continuous segmentation of development by BGPAA. We need to know what Burbank Airport has in store for us!

The Project DEIS only studies the Terminal, along with some other "ancillary" components -- but not including the entire Airfield and Airport. This leaves a lot of wiggle room for the Authority to attempt to use "segmentation" to add features not included in the DEIS, as they see fit. This is unfair to the public, who are never addressed properly as Stakeholders. A Master Plan would add transparency and require the Authority to act more responsibly

1

The Authority has avoided disclosing developments to and adjacent to the Airport Operating Area and Airfield. There is no process for public disclosure. When they wanted to enlarge the Delta Apron, they simply wrote to the FAA to inform them and the Project was essentially backdated and added to the 2017 ALP in March of 2020! FAA called it an "informal addition" to the 2017 ALP design. In September 2020, the BGPAA approved, a new, two-acre parking area for Class 3 and 4 Aircraft to be developed on "bare earth" – and FAA inappropriately approved that project with a CATEX. This DEIS does not include this environmentally impactful component which is just 300 feet from sensitive receptors. Although these added Airport features may seem innocuous at first glance, they are decidedly not. They affect the desirability of the airport to operators and bring more operations and larger jets to the airport. This ad hoc addition of features to lure operators to BUR is segmentation.

2

Although, an approved ALP is required before approval of the DEIS, the ALP cannot take the place of the DEIS, and allow segmented components to escape environmental assessment. All projects, especially those that increase operations and/or encourage a change in fleet to larger aircraft, must be included in a revised, recirculated DEIS, or denied.

3

In addition to this example of the Airport's continuous development, the City of Burbank has approved two major developments, Avion and Golden State District (DEIR pending), that include 18 acres with the zoning classification of "Airport." What will be built there and when will that development be disclosed? This appears to be a further, de facto expansion of the Airport on contiguous properties, and constitutes segmentation. Avion will be the home of a seven-hundred thousand square foot distribution center and is almost certain to be followed by Amazon Air, with numerous additional operations and no curfew.

4

One of the goals stated in the Notice of Preparation for the Golden State District is "[to] support the efforts to make the Hollywood Burbank Airport a world-class facility." This arrogant goal come with a cost – it will have grave impacts on our community – including all of the residents under the focused departure path 5-15 miles from BUR, who are never considered in the entire DEIS! This makes a mockery of FAA's process. The public must have the right to know and to act on knowledge of an ever-expanding Airport Complex that will bring more operations and larger jets, over changed flight paths, never considered in either the CEQA EIR or FAA'S DEIS.

5

A MASTER PLAN is necessary and must be required when the BGPAA and City of Burbank demonstrate a concerted intent to continue to expand the airport and airport operations, and have little "skin in the game," in terms of negative impacts, as aircraft quickly exit Burbank toward nearby points southwest in Los Angeles, and arrive from Los Angeles, just west of Burbank.

6

RESPONSE TO COMMENTER P-288

1. In accordance with FAA Advisory Circular 150/5050-6B, *Airport Master Plan*, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

The comment did not identify any alleged segmented projects. All of the project components associated with the Proposed Project are fully described in **Section 1.4** of the EIS. The Proposed Project is an independent and complete project in accordance with National Environmental Policy Act

(NEPA) and Federal Aviation Administration (FAA) guidance on NEPA implementation and does not rely on other projects to operate and function. Also see Topical Response N: Connected Actions.

2. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* Also see Topical Response M: Cumulative Impacts.
3. A completed NEPA document is required before unconditionally approving portions of an ALP that require FAA approval. The Proposed Project includes all project components required for the project to function, including those that FAA does not have authority to approve. This ensures that FAA is considering all potential environmental impacts. Also see Topical Responses M: Cumulative Impacts and N: Connected Actions. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

4. The comment referring to property zoned “Airport”⁷⁴ is a portion of the Avion Business Park development, which is adjacent to property owned by the Authority. The Authority has no control over the Avion property and, as shown in **Exhibit 3.10-2** of the EIS, this property is not within the boundaries of the Airport. The development associated with the Avion Business Park was subject to an Environmental Impact Report (EIR) under CEQA and certified by the City of Burbank. **Section 3.16** of the EIS lists the past, present and reasonably foreseeable future projects evaluated for cumulative impacts. This includes the Avion Business Park, which is a project within the Golden State Specific Plan being prepared by the City of Burbank. The Avion Business Park is the location of the Amazon delivery station, which would be a warehouse operation and would not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. For a discussion of the cumulative impact analysis contained in the EIS, see Topical Response M: Cumulative Impacts.
5. It is assumed that the “Airport Complex” referenced in the comment is the property owned by the Authority. As shown in **Exhibits 1.4-1** and **1.4-2** of the EIS, no expansion of Airport property is included as part of the Proposed Project.

The Golden State Specific Plan is a long-range planning document being prepared by the City of Burbank. The Specific Plan identifies overall development strategies for the Golden State District. Specific projects within the Golden State Specific Plan include the Avion Business Park, which is identified as a cumulative project in **Section 3.16** of the EIS. As stated in **Appendix K** of the EIS, development in the City of Burbank is included in the future traffic volumes on roadways in the Airport vicinity. Thus, the surface traffic model used for analysis in the EIS incorporates future development within the Golden State Specific Plan. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, forecasted increases in

⁷⁴ City of Burbank, Burbank Municipal Code, Section 10-1-502.

aircraft operations and enplanements would occur whether the Proposed Project is approved and implemented or not.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

6. In accordance with FAA Advisory Circular 150/5050-6B, *Airport Master Plan*, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-289**Lawrence Turner**

This comment is focused on increased growth and operations at the airport.

<ul style="list-style-type: none"> Larger Terminal Will Increase Operations: A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets. 	1
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Taxi time will be cut in half, facilitating rapid-fire departures.	2
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This new Terminal will undoubtedly cause greater impacts to the residents in the Southern San Fernando Valley and Santa Monica Mountains who have suffered for more than 3.5 years under illegitimate flight paths moved, admittedly by the FAA, without notice or environmental study.	3
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<ul style="list-style-type: none"> Purpose and Need has Changed Since Original CEQA EIR and Measure B: The DEIS refers to increased "passenger demand." According to the DEIS, "the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the future projected increases in passengers indicated in the forecast." This is the first time that the Purpose and Need for the Replacement Terminal has included GROWTH, which was not part of the CEQA EIR. The original 2016 CEQA EIR was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the Replacement Terminal for a larger 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft (25% increase from 180 seats) to use the facility. Prior to this DEIS, Purpose and Need was for safety and amenities only. If the FAA/BUR want to expand the Purpose and Need to increase operations and demand, they must go back to square one, revise the CEQA and be honest with Burbank voters. 	4
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5

- Purpose and Need is Misleading as to Growth: Purpose and Need states that, "Replacement of existing facilities are not elements or factors affecting aviation activity." However, with the proposed terminal expansion and changes, BUR will be a larger and much more desirable and efficient airport to use than it is currently. The new, more modern, comfortable and convenient airport will entice travelers to use BUR rather than LAX, which will most definitely "affect aviation activity." Undoubtedly, there will be extensive promotion by BUR and the airlines touting the new amenities at BUR. According to the DEIS, airside facilities and gates are currently not used to capacity. The proposed project will increase capacity and encourage unrestricted growth in operations. More operations and larger jets will undoubtedly heap impacts on Los Angeles residents south of the airport that are bearing the brunt of 96% of all departures.

6

- Increased Operations and Growth – FAA's Projections are low and inaccurate: FAA's projections for Passenger Enplanements fail to consider record numbers recorded in 2019, which were available in time to be included in this study, but were omitted. From 2015 through 2019, the average annual increase in Passenger Enplanements was 9.3%, even though this period included two low "recovery years." In years 2016 through 2019 Enplanements increased an average of over 13% annually. Nevertheless, FAA's forward projections include only 1 and 2% annual increases, beginning in year 2020. Using the more modest, five-year average of 9.3% annual increases, results in a calculation that is more than double that of the FAA. Furthermore, analyzing operations between 2015-2020 demonstrates a strong trend toward larger aircraft with a 39% increase in Air Carriers and a 58% increase in Air Taxis while General Aviation has decreased by 17%.
- FAA Underestimates Growth Impacts All DEIS Categories: Underestimating growth influences every single category considered in the DEIS so that every calculation is wrong. For example, FAA's projections of minimal future growth result in a massive underestimation of environmental impacts. All impacts from operations are based on the number of passengers and operations. Thus, when FAA estimates annual growth rates that are one-seventh to one-tenth of annual growth rates over recent years, they are creating misleading data that reverberates throughout all categories of the DEIS. The impacts multiply. There are more air pollutants and toxic chemicals, more noise, more socioeconomic impacts and Green House Gasses.
- Promotion and Growth: It is highly likely that Burbank Airport will continue to spend heavily on promotion to increase passenger numbers and operations, as they have done in past years resulting in a 41% increase in passengers from 1/1/2017-12/31/2019. However, now this extensive promotion, touting a brand new and comfortable, highly efficient terminal, will have an even greater effect, increasing

operation numbers far beyond what was projected by the FAA and what was included in the CEQA EIR.

RESPONSE TO COMMENTER P-289

1. See Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.
4. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements. In addition, the FAA is not responsible for environmental review documentation in compliance with the California Environmental Quality Act (CEQA). Therefore, the commenter is not correct in stating that the FAA should revise CEQA documentation. FAA has no role in the preparation of a CEQA document at the Airport.

5. See Topical Response F: Aircraft Operations and Enplanements.

6. As stated in **Section 1.2.3** of the EIS, the FAA's Terminal Area Forecast (TAF) was used for providing forecast aircraft operations and passenger enplanements at the Airport. This is the official FAA forecast for an airport and takes into account a variety of factors to determine increases or decreases in aviation activity at a specific airport. The FAA updates the TAF every year and bases the updates on economic activity and trends in the aviation industry.

As stated in **Section 1.2.3** of the EIS, **Table 1.2-1** and **Exhibit 1.2-5** provide the 2018 historical aircraft operations for the years 2000 through 2018 as well as the forecast aircraft operations for 2019 through 2029 (five years after the proposed opening of the replacement passenger terminal building). **Table 1.2-1** and **Exhibit 1.2-5** in the EIS show that the number of operations peaked in 2006 at 191,483 operations and that aircraft operations are forecast to increase to 143,973 in 2024 (the proposed opening year of the replacement passenger terminal building) and to 151,656 in 2029 (five years after the passenger terminal building opens), which is about 24 and 20 percent lower, respectively, than the peak in 2006.

It is important to note that the increases presented in the comment would apply to both the No Action Alternative and the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Given that the Proposed Project would not result in any changes to the aircraft fleet mix or the number of aircraft operations, any changes in air pollutant emissions or noise occurring as a result of increases in aircraft operations would occur for both the No Action Alternative and the Proposed Project. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-290
Tim Turner

I'm completely shocked how guys are doing this. The e-mails you sent out has a wrong phone number in it, which is quite obvious that people can't get in because you have nobody calling you.

1

So I think you're going to have to redo this meeting considering you gave the public the wrong phone number.

I'm also going to note that Burbank gave out a two-million-dollar contract to promote the expansion of the airport to a consulting firm to promote it. But there was no promotion to the public about this meeting; had all that money to spend and they don't get the public to come? You send out e-mails saying this is how you join the meeting, and you have the wrong phone number in it. You leave one of the nines off so people are frustrated.

Even when you get on, your instructions say, just press pound. If you don't have a member I.D. number, when you press pound, it disconnects you.

So you guys have really blown having this public meeting. And you really need to do it again because the reason why you have nobody here is because you've made it impossible practically for the public to come and join you and make comments.

I'd also note that the City, during the pandemic, has asked for an extension on the time to make comments. And that's been ignored. You just give them a couple more days, not what they asked for.

2

The expansion is huge. You guys are going to more than double the amount of traffic at Van Nuys, but yet nowhere in your EA do you take that into account. So that seems to be a big fault with your EA that should be addressed.

3

I'm just really disappointed at how the FAA is dealing with the public and the whole San Fernando Valley. One of the issues is, you only looked at the -- was it the CNLL, the 65DB area, which is very close to the airport.

4

As I've heard from the other callers, it's a huge area that are calling in complaining about the issues and the amount of traffic from Burbank. But yet you only looked at -- what did it say? -- a thousand homes within a few blocks of the airport. And that's only what you looked at to see how they would be impacted. You didn't look at the whole San Fernando Valley. You need to look at the whole San Fernando Valley.

5

Your whole Draft EIS is flawed and needs to be done correctly. And you need to allow for the public to make comments by sending them accurate information and not providing them inaccurate call-in numbers to hold a public meeting at. That's shameful.

6

RESPONSE TO COMMENTER P-290

1. Comment noted. **Chapter 5** of the EIS provides an overview of the public outreach efforts associated with the EIS. Also see Topical Response B: NEPA Comment Process.
2. See Topical Response C: Extend Comment Period.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS.

Changes in aircraft operations that occur at Van Nuys Airport are not associated with the proposed replacement passenger terminal building at the Airport. In addition, Van Nuys Airport is not within the General Study Area identified for the Proposed Project.

4. Comment noted.
5. See Topical Response A: Expand Study Area.
6. See Topical Response B: NEPA Comment Process.

Commenter P-291**Frank Tysen**

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

1

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

4

RESPONSE TO COMMENTER P-291

1. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
2. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations,

air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

3. See Topical Response E: Flight Procedures.
4. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-292**John Van Tongeren**

1. FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

4

2. Other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

5

3. The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until ALL airfield safety issues are corrected.

6

4. Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community - are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport.

7

5. Impacts on 4(f) Areas Not Considered in DEIS: The EIS must incorporate and address the impacts on all 4(f) noise sensitive land uses including schools, parks, open space, preserves, historic resources and unique topography including the hills and canyons in Los Angeles, south of the airport. FAA failed to consult with appropriate governing agencies, as required by law.

8

6. Fire and Safety Risks South Not Considered in DEIS: The EIS must include the study of increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. Increased operations compound the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires that will spread through the Santa Monica Mountains, an area where ingress and egress by emergency vehicles is severely limited. Reverting to the previous flight path would eliminate this hazard.

9

7. FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA's admitted "southern shift" in flight paths.

10

8. Every environmental study includes a statement of Purpose and Need – a justification for the project. In the FAA's DEIS, the "Purpose and Need" is DIFFERENT from what Burbank voters approved. The FAA added the "purpose" of increasing passengers e.g., growth, which was not considered by the voters or in the California Environmental Study (CEQA).

11

9. Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA.

12

10. Burbank Voters approved a Same Size Replacement Terminal, yet the New Terminal is more than 50% larger. The New Terminal should really be the same size as the old one, as was originally called for.

13

11. Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise and now is the time to provide the means for change. All analyses of operation impacts in all environmental categories must be recalculated and revised in order for any Analysis to be valid.

14

12. Burbank Airport has refused to contribute any solutions to the Task Force to even begin to relieve the impacted New Community. They have repeatedly lied and acted in bad faith. Burbank Airport should be a good neighbor and push for the reversion to historical flight paths before this Terminal Expansion Project moves forward.

15

RESPONSE TO COMMENTER P-292

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response E: Flight Procedures.
5. See Topical Response N: Connected Actions.
6. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
7. See Topical Response A: Expand Study Area.
8. **Section 4.6** of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: “Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance.” Also see Topical Response I: Department of Transportation Section 4(f).

9. Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.
10. See Topical Response L: Socioeconomics.
11. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. Thus, the purpose and need of the Proposed Project is consistent with the provisions of Measure B.

The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

12. See Topical Response E: Flight Procedures.
13. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

14. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.

15. Comment noted.

Commenter P-293
Richard Varga

I think we all understand the business need to expand operations but also decided to make our homes here and raise our families when the airport was small and charming.

1

I think at least the one thing we would want preserved is a respectful curfew of flight take offs and landings

2

RESPONSE TO COMMENTER P-293

1. Comment noted.
2. Comment noted. With respect to a curfew at BUR, see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-294**Tom Vern**

So now that I am, I guess I just wanted to state that I believe the scope of the EIS on this, it was really not sufficient because it doesn't really address the -- the noise at higher elevation rather than -- that are miles from the airport to the south.

1

And you just need to take a drive through the neighborhood to see what's going on today. So additional traffic would certainly be a problem there for any logical, you know, point of view of someone that would experience it.

And then secondly, I -- maybe I missed it. I didn't see a clarification how these changes at Burbank will impact operation at Van Nuys Airport.

2

And as many of us residents have learned from the task force, the FAA clearly states the activities between the two airports are intertwined, and any changes at one will effect changes at the other, and they must all be considered.

3

You know, third, to me, there's a failure to evaluate the cumulative impact of -- all across the metroplex.

Again, the task force said these airports -- LAX, Van Nuys, Burbank, Ontario -- are all tied together.

And as far as we, as community members, know, every airport is promoting more growth, trying to get more planes, trying to add more hangars. So there's a lot of new traffic coming.

And then, finally -- again, I don't know how this is supposed to work -- but I heard that the recorder playing how -- how, you know, there's a need for modernization of everything, and, you know, it would be appropriate to do that because of congestion there.

4

But isn't there a scenario that says, let's not expand the airport? Actually, let's contact and avoid the need to build any new terminals or modernize anything because if we could cut the traffic in half, let's say, as a hypothetical, maybe the existing facilities are all just fine and addresses all those other issues.

5

RESPONSE TO COMMENTER P-294

1. Comment noted. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As stated in **Section 4.11.2** of the EIS, the methods used to describe forecast noise conditions at the Airport rely extensively on the Aviation Environmental Design Tool (AEDT), which is the FAA-approved model for describing aircraft-related noise. The AEDT noise model includes topography as an input to the model. The data used in the AEDT is described in **Appendix J** of the EIS. Also see Topical Response A: Expand Study Area.
2. The Proposed Project is a replacement passenger terminal building and would have no effect on aircraft operations at Van Nuys Airport.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS.
4. Comment noted.
5. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The comment suggesting to cut the traffic in half would not meet the purpose and need of the Proposed Project.

Commenter P-295
Arthur Vogelsang

FAA repeatedly states that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

1

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

2

Taxi time will be cut in half, facilitating rapid-fire departures.

3

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted "shifted south" has changed back to historical patterns.

4

RESPONSE TO COMMENTER P-295

1. See Topical Response N: Connected Actions.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-296**Judith Vogelsang**

1. This project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles and residents should not be burdened with having to read and comment on a nearly 3,000-page document that will be so impactful on their lives during this great crisis.

1

2. The process for public participation has been improper and should be repeated and extended. The public received erroneous information about workshops and hearings, plus a wrong phone number was provided for the Hearing resulting in poor attendance.

2

3. The replacement terminal does not fix the dangerous safety issues related to Burbank Airports airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to operate with such airfield hazards. What if a jet overshoots the runway? The train is right there! FAA must put the terminal project ON HOLD until all airfield safety issues are corrected.

3

4. Neighborhoods south of the airport in Los Angeles -- the New Community -- are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport. Thank you.

4

RESPONSE TO COMMENTER P-296

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.

2. See Topical Response B: NEPA Comment Process.
3. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. For a discussion about the Obstacle Free Zone, see Topical Response G: Safety.
4. See Topical Response A: Expand Study Area.

Commenter P-297
Suellen Wagner

From: SUELLEN WAGNER <suellenwagner@me.com>
Sent: Wednesday, September 9, 2020 4:04 PM
To: Mbakoup, Edvige B (FAA) <Edvige.B.Mbakoup@faa.gov>
Cc: Kimberly Turner <turner.kimberly.4@gmail.com>; Sahag Yedalian <sahag.yedalian@lacity.org>; Pamela Marcello <Pamela.Marcello@mail.house.gov>
Subject: Re: BUR Airport Replacement Passenger Terminal EIS

Hi Edvige,

Thank you for reaching out. I was not aware Dave Cushing had left.

I'd like to let you know that the link to access the DEIS was down for at least six days after its initial posting, perhaps due to our request to include the Studio City For Quiet Skies Scoping Comment that had been inadvertently omitted by FAA and later, to add the Response to that comment. Thank you for correcting the record. However, the DEIS was not reliably available to the public during that six-day period so at the very least, six days must be added to the comment period. As you surely know, that will still be grossly inadequate to afford our community the opportunity to respond to such an impactful and lengthy document -- especially during the current, ongoing COVID crisis which has brought health and economic hardship to so many. We look forward to FAA taking a hard look at their unreasonable deadline and extending it forward into 2021 or putting it on hold until COVID-related impacts are resolved and the community has a fair chance to comment.

Please let me know how you plan to address this issue. The days are slipping by quickly.

Sincerely,

Suellen Wagner

On September 2, 2020 at 7:37 PM, "Mbakoup, Edvige B (FAA)" <Edvige.B.Mbakoup@faa.gov> wrote:

Hello Suellen,

Dave Cushing is no longer the Los Angeles Airports District Office manager nor

the point of contact for the BUR Replacement Passenger Terminal EIS. If you have a comment regarding the Draft EIS, please submit your comments online on the project website (www.bobhopeairporteis.com) or mail them to me at the address below:

Ms. Edvige B. Mbakoup
U.S. Department of Transportation
Federal Aviation Administration
Airports Division – Los Angeles Airports District Office
777 Aviation Boulevard, Suite 150,
El Segundo, California 90245

The scoping comments and responses are posted. The FAA will address all substantive comments in the Final EIS.

Best regards,

Edvige B. Mbakoup
Environmental Protection Specialist
Los Angeles Airports District Office
Department of Transportation - Federal Aviation Administration
777 S. Aviation Blvd, Ste 150
El Segundo, CA 90245
(424) 405-7283



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Airports

RESPONSE TO COMMENT P-297

1. See Topical Response B: NEPA Comment Process.
2. See Topical Response B: NEPA Comment Process. Also see Topical Response C: Extend Comment Period.
3. See Topical Response C: Extend Comment Period.

Commenter P-298
Suellen Wagner

From: SUELLEN WAGNER <suellenwagner@me.com>
Sent: Monday, September 21, 2020 1:21 PM
To: Patrick Lammerding <plammerding@bur.org>
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Subject: Confirmations and instructions

Hello Patrick,

Community members are NOT receiving confirmations and instructions for participation in the workshops and public hearing for the Burbank Airport DEIS. Some are getting a message that says: "Thank you for your registration. You will be receiving an email about a week prior to the event date you have registered for with specific event instructions." Prior emails have been confusing with dead links. As you know, the workshops are Wednesday, September 23rd and the Public Hearing Thursday, September 24.

It is MUCH too close to the Workshop and Public Hearing events for the community not to be receiving full and proper response from FAA and Burbank.

This matter requires urgent attention. How and when will you remedy this?

Thank you,

Suellen Wagner
(Studio City For Quiet Skies)

RESPONSE TO COMMENTER P-298

1. Instructions for participating in the virtual public hearing were sent to all registrants on September 22, 2020. See Topical Response B: NEPA Comment Process.

Commenter P-299**Suellen Wagner**

1

Last night Mr. Armstrong stated the purpose and need is to improve safety at the airport. That's the primary objective.

But FAA's replacement terminal project addresses only those safety issues that are related to the location of the terminal building.

Other serious safety concerns on the airfield and immediately adjacent to the airport are not part of the project and will not be corrected. This is stunning and egregious.

The runway safety area and obstacle-free zone at departure end of Runway 15 are being ignored, as is Taxiway G realignment.

Currently, Burbank is not in compliance, and this will still be the case when the new replacement terminal opens. The result will be a safe terminal building situated on an unsafe airfield. There must be a 200-foot obstacle-free zone beyond the physical end of every runway.

FAA must direct Burbank to bring the south departure end of Runway 15 into compliance with these minimum runway safety standards and install an engineered material arresting system, EMAS, to offset the lack of the required Congressionally mandated 1,000 foot long runway protection zone beyond the physical end of the runway.

The current runway obstacle-free zone for Runway 15 is penetrated by a blast fence, sidewalk, K-rail, Empire Avenue, vehicle parking lot and one of the busiest mainline railroad corridors in the country.

The runway safety area is defined by FAA to be 250 feet from the center line of each runway. The runway safety area for the existing terminal, as shown on the airport layout plan, is just 125 feet from the center line of the runway.

Currently, Burbank uses a long-standing unsafe practice of allowing aircraft to land and depart while aircraft are pushing back from the terminal or taxiing alongside the building, which is too close to both runways.

Standard practice at all airports, except Burbank, is to consider any aircraft closer than 250 feet to any active runway that's been cleared for arrivals or departures as a runway incursion that triggers an investigation by FAA of reprimands for the controllers, pilots or ground crews that caused it. Until this serious safety violation is corrected, FAA must enforce its own requirements and not allow aircraft for arrival or departure on any runway at Burbank while aircraft are closer than 250 feet to the center of any runway.

It is shameful that the FAA routinely violates its own basic safety procedures at Burbank on a daily basis. And, yet, it argues it cannot create an R-now (phonetic) departure or turn departures westerly, north of the 101 freeway because they conflict with Runway 8 arrivals.

2

RESPONSE TO COMMENTER P-299

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
2. FAA has implemented safety protocols at BUR to maintain safety. As stated in **Section 1.3** of the EIS, this includes coordination with the Air Traffic Control Tower for the pushback of aircraft from the gates and taxi operations adjacent to the existing passenger terminal building. Also see Topical Response G. While these protocols do not remove the need to eventually replace the passenger terminal building in a location where the FAA Airport Design Standards are met, they allow the Airport to operate safely with the existing passenger terminal building in its current location. For a discussion of departure procedures, see Topical Response E: Flight Procedures.

Commenter P-300
Suellen Wagner

Burbank Airport must cease segmentation and adhere to a Master Plan .

1

Before moving forward with the Replacement Terminal, the Burbank Airport must be required to prepare a 20 to 30-year Master Plan for the Airport. An Airport Master Plan, according to FAA, represents the airport's blueprint for long-term development. One goal of a master plan is "To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations." The intent of the Master Plan would also be to prevent continuous segmentation of development by BGPAA. We need to know what Burbank Airport has in store for us!

The Project DEIS only studies the Terminal, along with some other "ancillary" components -- but not including the entire Airfield and Airport. This leaves a lot of wiggle room for the Authority to attempt to use "segmentation" to add features not included in the DEIS, as they see fit. This is unfair to the public, who are never addressed properly as Stakeholders. A Master Plan would add transparency and require the Authority to act more responsibly.

The Authority has avoided disclosing developments to and adjacent to the Airport Operating Area and Airfield. There is no process for public disclosure. When they wanted to enlarge the Delta Apron, they simply wrote to the FAA to inform them and the Project was essentially backdated and added to the 2017 ALP in March of 2020! FAA called it an "informal addition" to the 2017 ALP design. In September 2020, the BGPAA approved, a new, two-acre parking area for Class 3 and 4 Aircraft to be developed on "bare earth" – and FAA inappropriately approved that project with a CATEX. This DEIS does not include this environmentally impactful component which is just 300 feet from sensitive receptors. Although these added Airport features may seem innocuous at first glance, they are decidedly not. They affect the desirability of the airport to operators and bring more operations and larger jets to the airport. This ad hoc addition of features to lure operators to BUR is segmentation.

2

Although, an approved ALP is required before approval of the DEIS, the ALP cannot take the place of the DEIS, and allow segmented components to escape environmental assessment. All projects, especially those that increase operations and/or encourage a change in fleet to larger aircraft, must be included in a revised, recirculated DEIS, or denied.

3

In addition to this example of the Airport's continuous development, the City of Burbank has approved two major developments, Avion and Golden State District (DEIR pending), that include 18 acres with the zoning classification of "Airport." What will be built there and when will that development be disclosed? This appears to be a further, de facto expansion of the Airport on contiguous properties, and constitutes segmentation. Avion will be the home of a seven-hundred thousand square foot distribution center and is almost certain to be followed by Amazon Air, with numerous additional operations and no curfew.

4

One of the goals stated in the Notice of Preparation for the Golden State District is "[to] support the efforts to make the Hollywood Burbank Airport a world-class facility." This arrogant goal come with a cost – it will have grave impacts on our community – including all of the residents under the focused departure path 5-15 miles from BUR, who are never considered in the entire DEIS! This makes a mockery of FAA's process. The public must have the right to know and to act on knowledge of an ever-expanding Airport Complex that will bring more operations and larger jets, over changed flight paths, never considered in either the CEQA EIR or FAA'S DEIS.

5

A MASTER PLAN is necessary and must be required when the BGPAA and City of Burbank demonstrate a concerted intent to continue to expand the airport and airport operations, and have little "skin in the game," in terms of negative impacts, as aircraft quickly exit Burbank toward nearby points southwest in Los Angeles, and arrive from Los Angeles, just west of Burbank.

6

RESPONSE TO COMMENTER P-300

1. In accordance with FAA Advisory Circular 150/5050-6B, *Airport Master Plan*, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

The comment did not identify any alleged segmented projects. All of the project components associated with the Proposed Project are fully described in **Section 1.4** of the EIS. The Proposed Project is an independent and complete project in accordance with National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) guidance on NEPA

implementation and does not rely on other projects to operate and function. Also see Topical Response N: Connected Actions.

2. As stated in **Section 1.2** of the EIS, the Proposed Project is not to address airport capacity, but rather to enhance airport safety and efficiency of the passenger terminal building. The Delta Ramp Rehabilitation and Expansion project is an independent action from the Proposed Project because it can be implemented with or without the construction of a replacement passenger terminal building. Therefore, in accordance with FAA Order 1050.1F § 2-3.2b(1), the proposed replacement passenger terminal building and the Delta Ramp Rehabilitation and Expansion projects are not connected actions (see Topical Response N: Connected Actions). The Delta Ramp Rehabilitation and Expansion project will be constructed in the northwest quadrant of the Airport (the Proposed Project would be constructed in the northeast quadrant) and as stated in the FAA-signed CATEX for that project, *"The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking."* The FAA-signed CATEX for this project also states that *"Flight operations or procedures will not be changed during construction, or as a result of, this resurfacing and expansion project."* Also see Topical Response M: Cumulative Impacts.
3. A completed NEPA document is required before unconditionally approving portions of an ALP that require FAA approval. The Proposed Project includes all project components required for the project to function, including those that FAA does not have authority to approve. This ensures that FAA is considering all potential environmental impacts. Also see Topical Responses M: Cumulative Impacts and N: Connected Actions. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

4. The comment referring to property zoned “Airport”⁷⁵ is a portion of the Avion Business Park development, which is adjacent to property owned by the Authority. The Authority has no control over the Avion property and, as shown in **Exhibit 3.10-2** of the EIS, this property is not within the boundaries of the Airport. The development associated with the Avion Business Park was subject to an Environmental Impact Report (EIR) under CEQA and certified by the City of Burbank. **Section 3.16** of the EIS lists the past, present and reasonably foreseeable future projects evaluated for cumulative impacts. This includes the Avion Business Park, which is a project within the Golden State Specific Plan being prepared by the City of Burbank. The Avion Business Park is the location of the Amazon delivery station, which would be a warehouse operation and would not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. For a discussion of the cumulative impact analysis contained in the EIS, see Topical Response M: Cumulative Impacts.
5. It is assumed that the “Airport Complex” referenced in the comment is the property owned by the Authority. As shown in **Exhibits 1.4-1** and **1.4-2** of the EIS, no expansion of Airport property is included as part of the Proposed Project.

The Golden State Specific Plan is a long-range planning document being prepared by the City of Burbank. The Specific Plan identifies overall development strategies for the Golden State District. Specific projects within the Golden State Specific Plan include the Avion Business Park, which is identified as a cumulative project in **Section 3.16** of the EIS. As stated in **Appendix K** of the EIS, development in the City of Burbank is included in the future traffic volumes on roadways in the Airport vicinity. Thus, the surface traffic model used for analysis in the EIS incorporates future development within the Golden State Specific Plan. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport’s runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, forecasted increases in

⁷⁵ City of Burbank, Burbank Municipal Code, Section 10-1-502.

aircraft operations and enplanements would occur whether the Proposed Project is approved and implemented or not.

Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

6. In accordance with FAA Advisory Circular 150/5050-6B, Airport Master Plan, paragraph 201, a master plan is not a requirement for a federally-obligated airport. The FAA funds and accepts Airport Master Plans but does not approve them. Furthermore, just because a project is on an Airport Master Plan does not mean that the project is ripe for decision. When the project is ripe for FAA decision, it will be subject to environmental review in compliance with NEPA.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements.

Commenter P-301**Suellen Wagner**

This comment is focused on increased growth and operations at the airport.

<ul style="list-style-type: none"> • Larger Terminal Will Increase Operations: A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets. 	1
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Taxi time will be cut in half, facilitating rapid-fire departures.	2
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This new Terminal will undoubtedly cause greater impacts to the residents in the Southern San Fernando Valley and Santa Monica Mountains who have suffered for more than 3.5 years under illegitimate flight paths moved, admittedly by the FAA, without notice or environmental study.	3
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<ul style="list-style-type: none"> • Purpose and Need has Changed Since Original CEQA EIR and Measure B: The DEIS refers to increased "passenger demand." According to the DEIS, "the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the future projected increases in passengers indicated in the forecast." This is the first time that the Purpose and Need for the Replacement Terminal has included GROWTH, which was not part of the CEQA EIR. The original 2016 CEQA EIR was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the Replacement Terminal for a larger 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft (25% increase from 180 seats) to use the facility. Prior to this DEIS, Purpose and Need was for safety and amenities only. If the FAA/BUR want to expand the Purpose and Need to increase operations and demand, they must go back to square one, revise the CEQA and be honest with Burbank voters. 	4
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• Purpose and Need is Misleading as to Growth: Purpose and Need states that, "Replacement of existing facilities are not elements or factors affecting aviation activity." However, with the proposed terminal expansion and changes, BUR will be a larger and much more desirable and efficient airport to use than it is currently. The new, more modern, comfortable and convenient airport will entice travelers to use BUR rather than LAX, which will most definitely "affect aviation activity." Undoubtedly, there will be extensive promotion by BUR and the airlines touting the new amenities at BUR. According to the DEIS, airside facilities and gates are currently not used to capacity. The proposed project will increase capacity and encourage unrestricted growth in operations. More operations and larger jets will undoubtedly heap impacts on Los Angeles residents south of the airport that are bearing the brunt of 96% of all departures.

5

• Increased Operations and Growth – FAA's Projections are low and inaccurate: FAA's projections for Passenger Enplanements fail to consider record numbers recorded in 2019, which were available in time to be included in this study, but were omitted. From 2015 through 2019, the average annual increase in Passenger Enplanements was 9.3%, even though this period included two low "recovery years." In years 2016 through 2019 Enplanements increased an average of over 13% annually. Nevertheless, FAA's forward projections include only 1 and 2% annual increases, beginning in year 2020. Using the more modest, five-year average of 9.3% annual increases, results in a calculation that is more than double that of the FAA. Furthermore, analyzing operations between 2015-2020 demonstrates a strong trend toward larger aircraft with a 39% increase in Air Carriers and a 58% increase in Air Taxis while General Aviation has decreased by 17%.

6

• FAA Underestimates Growth Impacts All DEIS Categories: Underestimating growth influences every single category considered in the DEIS so that every calculation is wrong. For example, FAA's projections of minimal future growth result in a massive underestimation of environmental impacts. All impacts from operations are based on the number of passengers and operations. Thus, when FAA estimates annual growth rates that are one-seventh to one-tenth of annual growth rates over recent years, they are creating misleading data that reverberates throughout all categories of the DEIS. The impacts multiply. There are more air pollutants and toxic chemicals, more noise, more socioeconomic impacts and Green House Gasses.

• Promotion and Growth: It is highly likely that Burbank Airport will continue to spend heavily on promotion to increase passenger numbers and operations, as they have done in past years resulting in a 41% increase in passengers from 1/1/2017-12/31/2019. However, now this extensive promotion, touting a brand new and comfortable, highly efficient terminal, will have an even greater effect, increasing

operation numbers far beyond what was projected by the FAA and what was included in the CEQA EIR.

RESPONSE TO COMMENTER P-301

1. See Topical Response F: Aircraft Operations and Enplanements.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.
4. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

With respect to the purpose and need, the comment stating that the FAA added the purpose of increasing passengers as part of the Proposed Project is not correct. **Table 1.2-2** and **Exhibit 1.2-6** of the EIS presents the future forecast passenger enplanements at the Airport. The purpose of the Proposed Project is not to increase the capacity of the passenger terminal building. As stated in **Section 1.3** of the EIS, the purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not. Also see Topical Response F: Aircraft Operations and Enplanements. In addition, the FAA is not responsible for environmental review documentation in compliance with the California Environmental Quality Act (CEQA). Therefore, the commenter is not correct in stating that the FAA should revise CEQA documentation. FAA has no role in the preparation of a CEQA document at the Airport.

5. See Topical Response F: Aircraft Operations and Enplanements.
6. As stated in **Section 1.2.3** of the EIS, the FAA's Terminal Area Forecast (TAF) was used for providing forecast aircraft operations and passenger enplanements at the Airport. This is the official FAA forecast for an airport

and takes into account a variety of factors to determine increases or decreases in aviation activity at a specific airport. The FAA updates the TAF every year and bases the updates on economic activity and trends in the aviation industry.

As stated in **Section 1.2.3** of the EIS, **Table 1.2-1** and **Exhibit 1.2-5** provide the 2018 historical aircraft operations for the years 2000 through 2018 as well as the forecast aircraft operations for 2019 through 2029 (five years after the proposed opening of the replacement passenger terminal building). **Table 1.2-1** and **Exhibit 1.2-5** in the EIS show that the number of operations peaked in 2006 at 191,483 operations and that aircraft operations are forecast to increase to 143,973 in 2024 (the proposed opening year of the replacement passenger terminal building) and to 151,656 in 2029 (five years after the passenger terminal building opens), which is about 24 and 20 percent lower, respectively, than the peak in 2006.

It is important to note that the increases presented in the comment would apply to both the No Action Alternative and the Proposed Project.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Given that the Proposed Project would not result in any changes to the aircraft fleet mix or the number of aircraft operations, any changes in air pollutant emissions or noise occurring as a result of increases in aircraft operations would occur for both the No Action Alternative and the Proposed Project. As discussed in **Sections 4.3** and **4.11** of the EIS and in Topical Responses H: Air Quality and K: Noise, the environmental analysis found that there would be no significant air quality or noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-302
Douglas Warner

Expansion will further endanger our safety and quality of life. The fuel debris from jet engines spew highly toxic chemicals into our air, onto children playing outside and settle onto our homes.

1

The low and loud flight paths ruin our sleep with flights extending past 12:00 a.m. and again at 5:00 a.m. Our homes were not built to withstand the additional noise and pollution caused by the jets. The airways are already crowded in and around Burbank, Van Nuys and LAX.

2

Ontario Airport provides a safer alternative.

3

The FAA needs to listen to the citizens and let L.A. County vote on a measure!

4

RESPONSE TO COMMENTER P-302

1. Comment noted. Also see Topical Response F: Aircraft Operations and Enplanements. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Section 4.3** of the EIS discusses all of the air quality related impacts that would occur with the implementation of the Proposed Project compared to the No Action Alternative.
2. Comment noted. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.
3. Comment noted.
4. Comment noted.

Commenter P-303**Janis Warner**

1

We oppose the expansion of bigger runway and bigger jets. This Puts us in danger and destroys our quality of life, safety, peace of mind, Sleep because there are hundreds of low flying jets minutes apart all day and al night long. There are Tall Trees that are a a fire hazard if one ignites it will cause a huge disaster. We cannot exercise, garden, live in peace, have conversations, family meals without being interrupted by these planes. Please go back to the old flight path they did for 50 years around the mountains.

2

We bought our home 2 years ago not having all these jets ruining our peace of mind and lives. This is horrible with our homes not having enough insullation and windows shaking from constsnt low flying loud jets. I sent a letter for you to help replace our windows add 2 to 3 payne and add insullation. Encino is a nightmare with all your planes so low and loud.

We have been to many meetings, for 2 years and you nothing to help with this problem. We never voted on you flying directly over our homes. Our Children suffer from lack of sleep. We are losing years of our life breathing these toxins. Our home should be our sanctuary and not added stress for our privacy and Constant Loud Noise from all these jets. Please Do Not Expand and Please go back to the Old Flight path around the mountains not Low, Loud Contant Flying Over Our Homes!!! You break curfew and cause stress and anxietybabruptybwakingbus up all night long.

RESPONSE TO COMMENTER P-303

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. See Topical Responses F: Aircraft

Operations and Enplanements and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:

https://www.faa.gov/air_traffic/community_involvement/bur.

2. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-304**Renee Weber**

• This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

• The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

• A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

• The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

• Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

• Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

• The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-304

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.
3. See Topical Response F: Aircraft Operations and Enplanements.

4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-305
Weiss Family

The replacement terminal is directly related to the flight paths that the FAA admitted have shifted South and the project must not proceed until the flight paths are returned back to their historical pattern. The new terminal that you are proposing creates a tremendous likelihood that operations will increase. You have determined that these issues are handled by (2) different branches of your Agency, and therefore, are unrelated. That is, however, an artificial boundary that does not exist in reality.

1

RESPONSE TO COMMENTER P-305

1. See Topical Responses N: Connected Actions and F: Aircraft Operations and Enplanements. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at: https://www.faa.gov/air_traffic/community_involvement/bur.

Commenter P-306**Janice Wexler**

The FAA has failed to study Socioeconomic Impacts to the area south and west of the airport (beyond the general study area). The expansion will impair property values, work-at-home capacities, and both physical and mental health.

1

The FAA has been either deliberately deceptive or shamefully disorganized. Firstly, notices have had wrong dates and locations which understandably have resulted in poor attendance.

2

Secondly, the FAA has failed to honor the LA City Attorney's 120-day on-hold request for community and multiple public entity input. Such a voluminous (3,000-page) document cannot reasonably be reviewed and discussed in the FAA's short 22-day extension, particularly during these unprecedented times when households and family routines have been turned upside down and burdened with additional multiple duties.

3

The DEIS does not address the absence of the Obstacle Free Zone at the Runway 15 end or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards – FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye!

4

The FAA should not take any action on the new terminal until the pending City of LA's lawsuit against them is concluded and the Environmental Assessment for the Proposed Procedures is completed.

5

Although the FAA contends the New Terminal and flight path changes are mutually exclusive, the truth is the illegitimate flight patterns and the new terminal are clearly intertwined.

6

RESPONSE TO COMMENTER P-306

1. See Topical Response L: Socioeconomics.
2. See Topical Response B: NEPA Comment Process.
3. See Topical Response C: Extend Comment Period.

4. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged “runway incursions” related to the location of the existing passenger terminal building, see Topical Response G: Safety.
5. See Topical Response N: Connected Actions. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
6. See Topical Response N: Connected Actions.

Commenter P-307

R. Wiegand

1

A number of concerns going forward. A number of people for the vote here in Burbank. Yes. There were some of us trying to get the truth out about the expansion vote. We were greatly outnumbered by, you know, the insiders, as a lot of you want to call it that.

But anyway, there weren't -- there were people with a pulse here trying to get the word out about it.

Going on, in combination with the expansion of the terminal -- which our mayor and some other people on the City Council still refuse to say "expansion." I hope you are noting that, because they are still not admitting it's an expansion. Even though we know the building is going to be 50 percent bigger.

2

As it is now -- this hasn't been covered -- we cannot park 14 commercial airliners wing tip to wing tip with the current terminal. That will change with the new construction. That combined with faster luggage turnaround, passenger flow, security, everything else.

3

Of course, the airport is going to want to make back good money, the investment on the new terminal, which we were told would be approximately \$400,000 million. It's well north of a billion now, 1.4. That was before COVID. I don't even know what the number is now.

4

Another concern for us and should be for everybody in the San Fernando Valley is that Amazon looks like they're placing a distribution center right there on the property. It's called the "Avion Project."

If you're on Hollywood, you can see the loading bays under construction as we speak.

San Bernardino is currently trying to block Amazon from moving into their airport. They are out there. It's a smaller project than Burbank's. And they approximated out there at that airport 26 flights a day.

We don't know for sure if Amazon Air is part of the distribution center coming in to Burbank. But logic would say, he's one of the richest men in the world, and he wants to have his planes coming there to ship product. They could probably make that work. And there is precedence, of course, with FedEx and UPS.

So there is a lot going on. We're also looking at a high-speed rail. That will increase numbers coming to Burbank.

5

We found out last week, if the high-speed rail comes to Burbank, it will go right where this Amazon distribution center is, and that will have to be torn down.

So there's a lot on the table if all these things come together. Looking at the forest through the trees, expedient growth, passenger numbers, flight numbers.

6

We already have a lot of the voluntary curfew skulflage (phonetic) having their way. We just had a large plane take off at pre-7:00 a.m. the other night (sic). So that was Ron Burkle, I believe.

7

So, anyway, we are doing what we can here in Burbank. Not everybody is asleep at the wheel. We appreciate all the input from our neighbors in the other parts of the valley and Santa Clarita. We need your voices out there.

8

RESPONSE TO COMMENTER P-307

1. The purpose of the Proposed Project is to provide a passenger terminal building that meets all current FAA Airport Design Standards, passenger demand, and building requirements as well as improve utilization and operational efficiency of the passenger terminal building. The future forecast passenger enplanements would occur whether the Proposed Project is implemented or not.
2. See Topical Response F: Aircraft Operations and Enplanements.
3. Comment noted.
4. **Section 3.16** of the EIS lists the past, present and reasonably foreseeable future projects evaluated for cumulative impacts. One of the projects identified in the comments to be included in the cumulative impact analysis is the Avion Business Park development project in the City of Burbank. This project, which would develop a 61-acre parcel of land adjacent to the northeast quadrant of the Airport, is included as a cumulative project and listed in **Table 3.16-1** of the EIS. This is the location of the Amazon delivery station, which would be a warehouse operation not an airline cargo operation. The airline cargo building included as a project component of the Proposed Project would be used for belly cargo by the commercial airlines

operating at the Airport and replaces the current airline cargo building that would be demolished as part of the Proposed Project. Thus, no change in cargo operations would occur as part of the Proposed Project or as a result of the Amazon delivery station. For a discussion of the cumulative impact analysis contained in the EIS, see Topical Response M: Cumulative Impacts.

5. **Section 3.16** of the EIS lists the past, present and reasonably foreseeable future projects evaluated for cumulative impacts. This includes California High Speed Rail. For a discussion of the cumulative impact analysis contained in the EIS, see Topical Response M: Cumulative Impacts.
6. See Topical Response F: Aircraft Operations and Enplanements.
7. Comment noted. The Burbank-Glendale-Pasadena Airport Authority has a long-standing voluntary curfew on scheduled arrivals and departures of passenger airline operations between the hours of 10pm and 6:59am.
8. Comment noted.

Commenter P-308
Arnold Wilenken

I grew up in Burbank and have regularly flown out of what's now known as Bob Hope Airport. I've also worked as an engineer with Lockheed Martin Aeronautics in Burbank and eventually Palmdale, CA. As a former military aviator and current civil rated pilot, I feel this proposal is a very sound move to increase overall safety at this airport. As a taxpayer, I strongly suggest the FAA and local authorities press on with this project.

1

RESPONSE TO COMMENTER P-308

1. Comment noted.

Commenter P-309
Carrie Wong

Burbank voters approved a Same Size Replacement Terminal; however, the new terminal is 50% larger than the original. The new terminal should really be the same size as the original, which was originally called/voted upon.

1

RESPONSE TO COMMENTER P-309

1. As stated in **Section 1.2** of the EIS, City of Burbank voters approved Measure B in the November 2016 election.

Burbank voters approved a replacement passenger terminal with a maximum size of 355,000 square feet, not specifically a same-size terminal. As stated in **Chapter 1** of the EIS, the Authority has proposed a 355,000-square-foot replacement passenger terminal building project and is seeking FAA approval of portions of the updated Airport Layout Plan (ALP). Also see Topical Response D: Other Alternatives.

Commenter P-310**Gregory Wright**

As a homeowner in North Hollywood, who is currently in the landing flight path of BUR, I have concerns about the expansion of the airport terminal. First, this project should be put on hold. The LA City Attorney requested a 120-day comment period. The FAA only extended it 22 days. COVID-19 has severely impacted Los Angeles, and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

Secondly, the FAA has repeatedly stated that the Replacement Terminal is not related to the flight path changes that occurred in early 2017 and are threatened to be made permanent in the Environmental Assessment. This is not true!

2

A new and larger terminal will generate and more easily accommodate more operations, and with additional passenger processing functions, be able to handle more people. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

For residents in the Southern San Fernando Valley and Santa Monica Mountains, who now receive nearly 100% of departures, this Terminal cannot go forward until the flight paths that the FAA admitted “shifted south” has changed back to historical patterns.

5

Additionally, there are other related actions are currently pending such as the City of LA's lawsuit against the FAA and the Environmental Assessment for the Proposed Procedures. The FAA must wait until these related actions are resolved before the New Terminal is addressed. Despite the FAA's claim that the New Terminal and the changes in the flight path are “independent” of one another, the illegitimate flight patterns and the new terminal are intrinsically related.

6

Finally, Southern Los Angeles Neighborhoods were not considered in the Draft EIS and must be studied in the EIS. Neighborhoods south of the airport in Los Angeles - the New Community – are not within either the detailed or indirect study area, yet these residents are burdened by Burbank Airport jets for 16 hours+/day. NextGen brought severe impacts to residents many miles from the Airport. Thank you.

7

RESPONSE TO COMMENTER P-310

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. Comment noted. See Topical Response N: Connected Actions.
3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. See Topical Response E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
6. See Topical Response N: Connected Actions.
7. See Topical Response A: Expand Study Area.

Commenter P-311**Marc Wurzel**

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

1

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns (at both BUR and VNY). It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,600 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

2

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

3

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

4

RESPONSE TO COMMENTER P-311

1. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

2. See Topical Responses N: Connection Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
3. See Topical Response E: Flight Procedures.
4. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

Commenter P-312
Nilou Yashar

This is a petition to request quiet skies in the Burbank area.

1

RESPONSE TO COMMENTER P-312

1. Comment noted.

Commenter P-313
Katrin Youdim

Hearing planes passing every 10-15 minutes, it is like living in war Zone. Why federal AA has ignored psychological affects people living in encino, studio city, bel air, and Sherman oaks. We have not had good sleep since 2018 flight change. I personally do not need alarm anymore since plane noise will wake me up including my days off.

1

Federal AA should be ficinh current extra noise created then talk about extension

2

RESPONSE TO COMMENTER P-313

1. Comment noted.
2. See Topical Response E: Flight Procedures.

Commenter P-314
Greg Zadikov

STOP THE NOISE. IT'S NEVER ENDING. MY DOG HAS DEVELOPED A NERVOUS CONDITION SINCE THE INCESSANT JET NOISE BEGAN. MY QUIET EARLY EVENING WALKS NOW HAVE JET NOISE EVERY 2 OR 3 MINUTES. THE NOISE POLLUTION HAS CHANGED OUR NEIGHBORHOOD.

1

RESPONSE TO COMMENTER P-320

1. Comment noted. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Commenter P-315
Shawn Zhang

FAA must study Socioeconomic Impacts to the area south and west of the airport (outside general study area) including decline in property values, inability to work at home, and expensive, detrimental health impacts. Residents in this area – the New Community – are severely impacted by FAA’s admitted “southern shift” in flight paths.

1

RESPONSE TO COMMENTER P-315

1. As discussed in **Section 4.12.1** of the EIS, the environmental analysis found that there would be no significant socioeconomic impacts from the Proposed Project when compared to the No Action Alternative. Also see Topical Response A: Expand Study Area.

Commenter P-316**Yifang Zhu**

DECLARATION OF YIFANG ZHU

I, Yifang Zhu, hereby declare as follows:

1. My family and I reside at 10418 Windtree Drive, Los Angeles, CA 90077 and have lived here since June 2019.
2. I am a professor in the UCLA Department of Environmental Health Sciences. I have a PhD in Environmental Health Sciences from the Fielding School of Public Health, University of California, Los Angeles and a Bachelors of Engineering in Environmental Engineering from Tsinghua University.
3. My research interest is primarily in the field of air pollution, environmental exposure assessment, and aerosol science and technology. Specifically, I am interested in quantitative exposure/risk assessments on ultrafine particles from various indoor and outdoor sources. My current research focuses on measuring and modeling ultrafine particle emissions, transport, and transformation on and near roadways as well as in various indoor environments. I have published about 100 peer-reviewed papers in these fields including a study conducted at LAX on aircraft emissions.
4. My work has been recognized with several national awards, including the Walter A. Rosenblith New Investigator Award from the Health Effects Institute in 2007, the Faculty Early Career Development (CAREER) Award from the National Science Foundation in 2009, and the Haagen-Smit Prize from Atmosphere Environment in 2011. I was appointed to California Air Resource Board (CARB)'s Research Screening Committee in January 2014.
5. Immediately after we moved into our home located at 10418 Windtree drive, I noticed the noise associated with many low altitude aircrafts and helicopters (sometimes lower than 1,000 feet) in my neighborhood near the Mulholland Corridor area of the Santa Monica Mountains.
6. As an environmental health scientist, I am fully aware of the adverse health effects associated with noise and emissions from aircrafts. There is compelling scientific evidence in the literature on the impact of aviation-related activities on residential exposures and health. Increased noise around airports has been linked to increased hospitalization for cardiovascular disease. Aircraft engine also emits huge amount of ultrafine particles that are less than 100 nm in size, which is about 1% of the diameter of a human hair. Because of their extremely small sizes, these ultrafine particles can cross biological boundaries, entering the circulatory system, and are associated with inflammation biomarkers, oxidative stress, and cardiovascular disease.
7. Because of my concerns about these environmental health issues, I started to attend community meetings organized by residents who began educating and advocating with our local electeds about the flight pattern and the harms and dangers associated with them. Given my background and expertise with particulate emissions, I offered to help with documentation.
8. It was in this respect that I was asked to draw samples of leaves taken from homes in Benedict Canyon, Sherman Oaks, an area heavily impacted by the presence of low altitude overflights to and from Van Nuys and Burbank Airports.
9. I went to four homes on September 21, 2019, to examine black substances accumulating on plants and homes in the Santa Monica Mountains. I spent several hours examining substances and cutting leaves for further examination.
10. While I was at the homes, I observed and heard many planes flying and turning over these homes, at low altitudes. I also made sure that there was no other emission source at the homes during the sample collection.

1

11. After examining the leaves under an electronic microscope and making slides, I came to the initial conclusion that the substance was chemical in nature and noticed that it was only appearing on the tops, not bottoms of leaves. I prepared to send the leaves for chemical analysis; however, I did reach the initial conclusion that the substance was plane soot. I was firm in my conclusion because

- a. the area in which I collected leaves was not near any other sort of traffic or possible source of emissions; and
- b. the fact that the substance only was appearing on the tops and not the bottoms of leaves meant that it was coming from above.

12. On November 6, 2019, I attended the San Fernando Valley Airplane Noise Task Force Meeting and provided public comment regarding these findings. Unfortunately, I was only given a very short period of time to present, so was unable to show the slides.

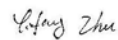
13. On January 26, 2020, I received the results of the chemical analysis of the substances on the leaves which confirmed that it is plane soot. I will note that all of the chemicals that are listed in this study are unique to airplane emissions, and that a couple substances that are not present here, namely copper and zinc, further confirms that the substance found on the leaves is plane soot, and not for example from car emissions.

14. On February 13, 2020, I attended by phone a meeting with the City Attorney's office in which I opined that I was 100% certain that the substance showing on the leaves I collected was particulate emissions from planes.

15. Attached as Exhibit A is the study that I conducted documenting that low flying and concentrated numbers of aircraft from VNY and BUR are depositing ultra-fine and other particles contained in plane soot on homes and plants in the Santa Monica Mountains. I am informed and believe the now frequent presence of aircraft in the Benedict Canyon and other areas of the Santa Monica Mountains are the result of changes made by the FAA when they implemented new area navigation flight procedures in 2017 and 2018.

I declare under penalty of perjury under the laws of the United States, that the foregoing is true and correct.

Executed July 17, 2020



Yifang Zhu

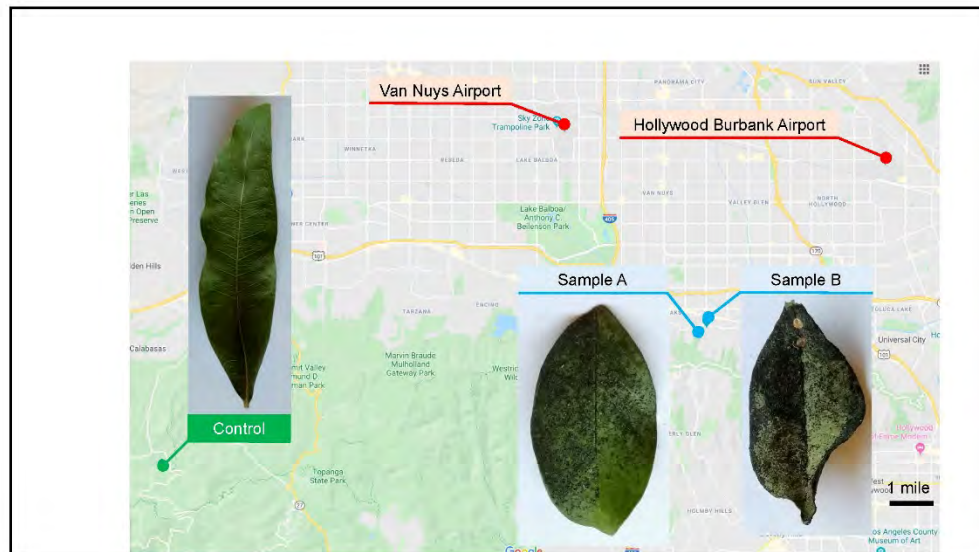
10418 Windtree Drive,
Los Angeles, CA 90077

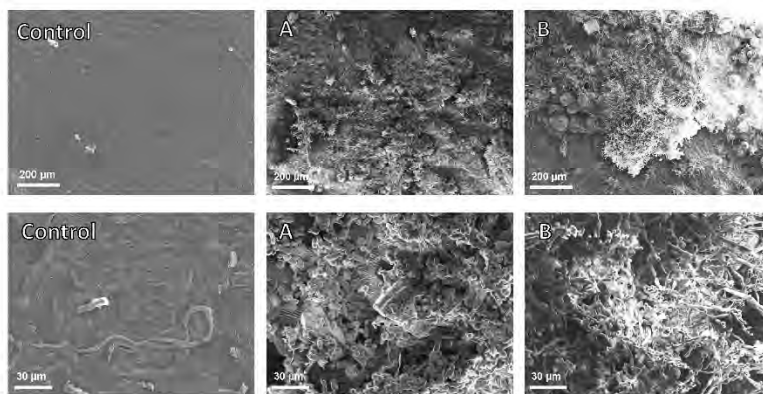
EXHIBIT A

Identify Soot Particles from Aircraft Emissions in Communities

Yifang Zhu

Department of Environmental Health Sciences
University of California, Los Angeles (UCLA)



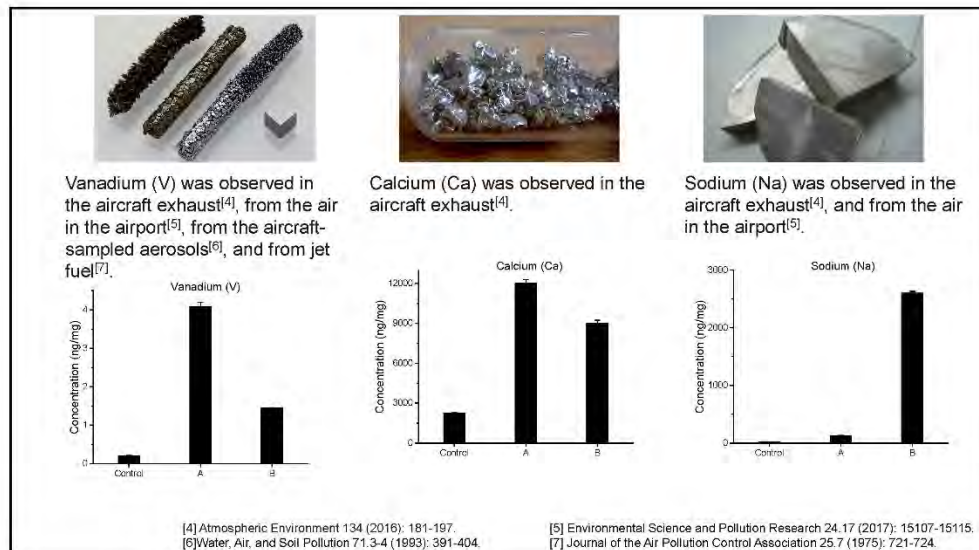
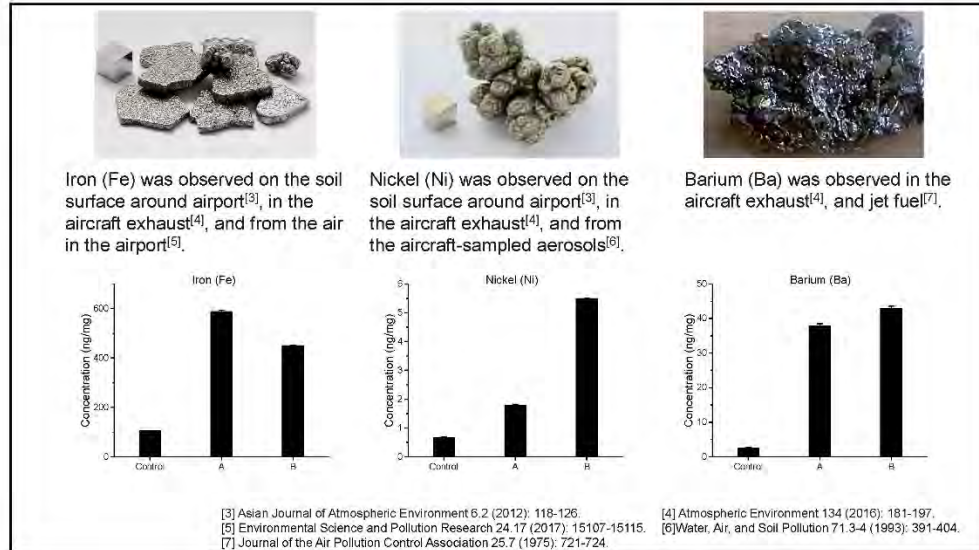
Scanning Electron Microscope (SEM)**Inductively coupled plasma mass spectrometry (ICP-MS)**

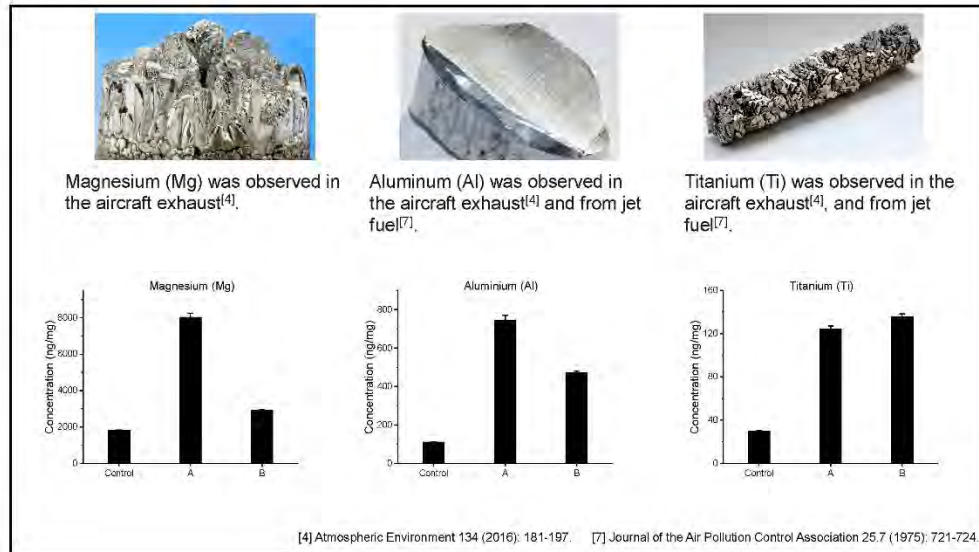
Sample #	Control		A		B	
	Concentration [ng/mg]		Concentration [ng/mg]		Concentration [ng/mg]	
	Average*	stdev	Average*	stdev	Average*	stdev
Li	1.233	0.032	191.411	0.487	18.942	0.148
B	162.546	3.758	89.278	1.673	206.740	1.344
Na	23.028	0.826	126.609	3.647	2601.493	33.590
Mg	1833.111	9.990	8029.525	225.274	2939.736	22.037
Al	111.158	2.312	746.621	24.244	472.457	6.906
Si	435.865	8.382	2255.382	199.528	2113.323	55.250
P	967.578	25.472	925.576	27.676	1391.629	54.623
S	1812.543	20.860	1945.219	2.477	1638.675	16.611
K	17170.759	95.926	12293.866	59.858	10752.183	78.481
Ca	2256.949	26.195	12006.778	289.637	9016.450	208.445
Ti	29.740	0.558	124.244	2.918	135.561	2.712
V	0.212	0.003	4.092	0.102	1.449	0.005
Mn	39.224	0.217	36.286	0.206	65.646	0.618
Fe	105.417	1.234	588.227	5.964	450.459	1.592
Ni	0.663	0.031	1.791	0.029	5.496	0.016
Cu	4.362	0.130	6.093	0.227	7.155	0.148
Zn	11.613	0.296	26.669	0.813	19.056	0.496
Ga	0.236	0.017	3.588	0.124	4.205	0.065
Rb	2.289	0.034	2.781	0.083	5.906	0.085
Sr	13.132	0.242	83.805	1.412	55.307	1.036
Zr	12.067	0.176	69.323	6.222	52.627	2.967
Cd	0.008	0.002	1.321	0.024	0.098	0.016
I	0.420	0.037	1.279	0.014	2.021	0.037
Ba	2.666	0.013	37.814	0.657	42.954	0.609

Various trace elements mainly originating from fuels, lubricating oils, engine wear and corrosion.^[1] The variability in the metal emissions was observed to be much greater between different engines than between engine thrust settings.^[2]

[1] Atmospheric Environment 95 (2014): 409-455.

[2] Atmospheric Environment 42.18 (2008): 4380-4392.





Conclusions

- ✓ Trace elements detected on the surface of leaves match those from jet fuel and aircraft exhaust
- ✓ Communities under the path of aircrafts are impacted by their emissions

RESPONSE TO COMMENTER P-316

1. The comment is concerned with existing aircraft overflights and not the Proposed Project. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. As discussed in **Section 4.11** of the EIS and in Topical Response K: Noise, the environmental analysis found that there would be no significant noise impacts from the Proposed Project when compared to the No Action Alternative.

Section 1.2.3 of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative.

Commenter P-317**Guido Zwicker**

This project should be put on hold. COVID-19 has severely impacted Los Angeles and Angelenos should not be burdened with having to read and comment on an almost 3,000-page document that will be so impactful on their lives during this time of great and unprecedented crisis.

1

The Replacement Terminal does not fix the DANGEROUS SAFETY ISSUES related to Burbank Airport's airfield. The DEIS does not address the absence of the Obstacle Free Zone at the end of Runway 15 or the insufficient Runway Safety Area. No other airport in the country is allowed to function with such airfield hazards. FAA should be fining Burbank Airport for runway incursions every time a jet pushes back (200 times per day pre-COVID), but the FAA turns a blind eye! What if a jet overshoots the runway? The train is right there! FAA must include an Alternative that fixes ALL airfield safety violations.

2

A new and larger Terminal will generate and more easily accommodate more operations. The gates will be designed to handle larger jets.

3

Taxi time will be cut in half, facilitating rapid-fire departures.

4

And with additional passenger processing functions, the Replacement Terminal will be able to handle more people. Even though BUR's passengers have grown by 41% over the last three years, FAA is projecting only 1% and 2% annual increases going forward.

5

The Replacement Terminal is inextricably related to the flight paths that the FAA admitted shifted south, and it must not go forward until the flight paths are changed back to historical patterns. It is part of the ongoing Public Controversy over the new departure flight paths beginning in March 2017. Residents of Los Angeles south of the Airport should not receive 96% of all flights. More than 3,700 people have signed a petition to stop the Replacement Terminal until flight paths revert to historic patterns.

6

Runway Rotation must be included for all Alternatives, incorporating airfield and taxiway modifications that offer safe and efficient access to depart north on Runway 33. The future must provide an option for sharing the noise with other communities, not just southern communities, and now is the time to provide the means for change.

7

Neither the original CEQA EIR for the Replacement Terminal nor the Scoping Report takes into account the dramatic change in flight path that occurred in 2017 and was admitted to by the FAA. The entire process must be redone to be valid. Changes in Fleet Mix that bring in larger aircraft, and BUR's rapid growth, are also new since certification and grounds to recirculate California's CEQA EIR.

8

The DEIS failed to study and include the following: Los Angeles neighborhoods south of the Airport including socioeconomic impacts; 4(f) designated noise sensitive spaces such as parkland; and increased fire risk in the Very High Fire Hazard Severity Zone of the Santa Monica Mountains. This grave error must be rectified before this process can move forward.

9

RESPONSE TO COMMENTER P-317

1. Comment noted. FAA extended the public comment period on the EIS 22 days for a total of 67 days (see **Section 5.6** of the EIS that provides the affidavits of publication of the Notice of Availability and the extension). The public review period is beyond the minimum 45-day comment period specified in 40 CFR § 1506.10(c). While the Pandemic has reduced the number of enplanements and aircraft operations at the Airport, it has not changed the need to replace the existing passenger terminal building to meet FAA Airport Design Standards. Thus, there is no need to delay publication and associated public review of the EIS due to the Pandemic. The Pandemic has not stopped the NEPA process. See Topical Response C: Extend Comment Period.
2. As described in **Section 1.4** of the EIS, the Proposed Project is a replacement passenger terminal building. Other safety enhancement projects at the Airport are outside the scope of this EIS. With regard to the comment about the Obstacle Free Zone and the alleged "runway incursions" related to the location of the existing passenger terminal building, see Topical Response G: Safety.

3. See Topical Response F: Aircraft Operations and Enplanements.
4. See Topical Response F: Aircraft Operations and Enplanements.
5. As shown in **Table 1.2-2** of the EIS, the increase in enplanements over the previous three years (2016 – 2018) prior to the start of this EIS was approximately 33%. Also as stated in **Section 1.2.3** of the EIS, the BUR forecast enplanements are derived from the FAA-approved Terminal Area Forecast. In addition, **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. Thus, any increase in enplanements would occur under both the Proposed Project and the No Action Alternative. Also see Topical Response F: Aircraft Operations and Enplanements.
6. See Topical Responses N: Connected Actions and E: Flight Procedures. Commenters interested in the proposed flight procedure amendments at BUR can participate in that separate NEPA process at:
https://www.faa.gov/air_traffic/community_involvement/bur.
7. The suggested runway rotation to address aircraft overflight noise is beyond the scope of this EIS. **Section 1.2.3** of the EIS has been clarified to state that the Proposed Project does not result in changes to the Airport's runway configuration, aircraft fleet mix, number of operations, timing of operations, air traffic procedures, or airspace. This is also stated in **Section 4.11.4** of the EIS. See Topical Response D: Other Alternatives.
8. See Topical Response E: Flight Procedures.
9. **Chapter 4** of the EIS provides a comprehensive discussion of the potential environmental impacts of the implementation of the Proposed Project. The environmental analysis found that there would be no significant environmental impacts of the Proposed Project when compared to the No Action Alternative. Also see Topical Responses A: Expand Study Area and L: Socioeconomics.

Section 4.6 of the EIS included detailed analysis of properties protected under DOT Act Section 4(f). Exhibit 4-1 of FAA Order 1050.1F states: "Resources that are protected by Section 4(f) are public owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance; and publicly or privately owned land from a historic site of national, state or local significance." Also see Topical Response I: Department of Transportation Section 4(f).

Regarding wildfire risks in the surrounding mountains, see Topical Response J: Hazards.

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ATTACHMENT A

ATTACHMENTS TO THE CITY OF LOS ANGELES LETTER

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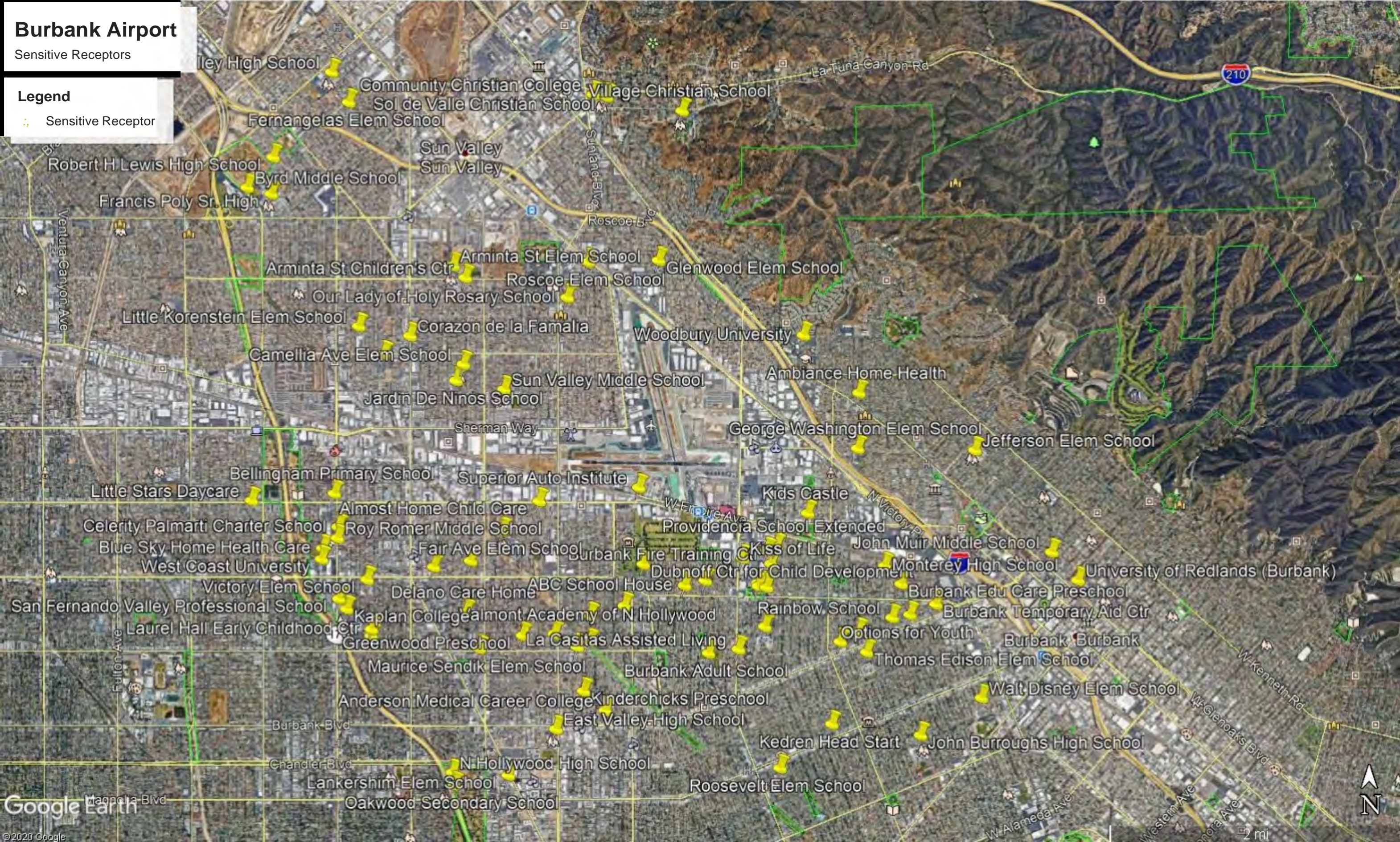
Sensitive Receptors Near the Burbank Airport

Burbank Airport

Sensitive Receptors

Legend

 Sensitive Receptor



References Cited

Risk Assessment for Toxic Air Pollutants: A Citizen's Guide

Originally published as
EPA 450/3-90-024
March 1991



INTRODUCTION

What are Toxic Air Pollutants?

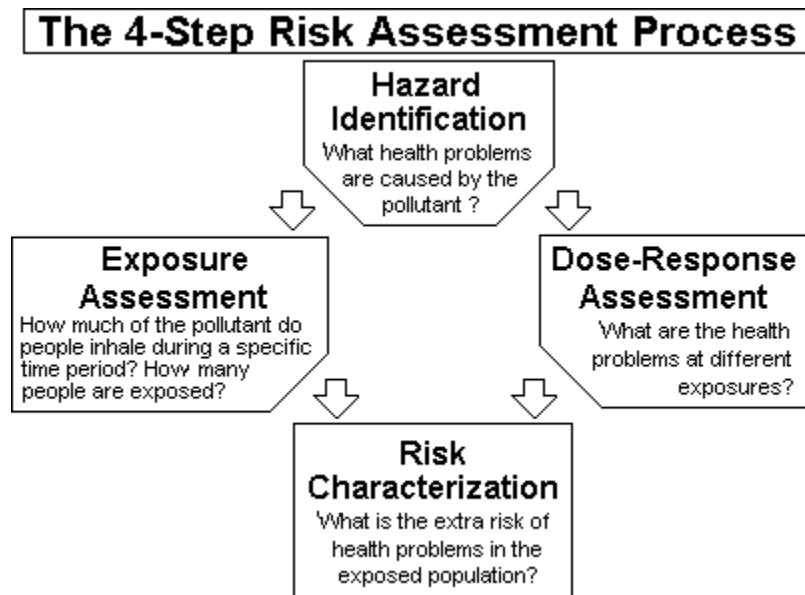
Toxic air pollutants are poisonous substances in the air that come from natural sources (for example, radon gas coming up from the ground) or from manmade sources (for example, chemical compounds given off by factory smokestacks) and can harm the environment or your health. Inhaling (or breathing) toxic air pollutants can increase your chances of experiencing health problems. For example, inhaling the benzene fumes that are given off when you pump gas into your car can increase your chances of experiencing health effects that have been associated with exposure to benzene, such as leukemia.

What are Health Risks?

Health risks, put simply, are a measure of the chance that you will experience health problems. Exposure to toxic air pollutants can increase your health risks. For example, if you live near a factory that releases cancer-causing chemicals and inhale contaminated air, your risk of getting cancer can increase. Breathing air toxics could also increase your risk of noncancer effects such as emphysema or reproductive disorders.



What is Risk Assessment?



Risk assessment is one tool used in risk management. It is the process that scientists and government officials use to estimate the increased risk of health problems in people who are exposed to different amounts of toxic substances.

A risk assessment for a toxic air pollutant combines results of studies on the health effects of various animal and human exposures to the pollutant with results of studies that estimate the level of people's exposures at different distances from the

source of the pollutant.

While the estimates provided by these risk assessments are far from perfect, they do help scientists evaluate the risks associated with emissions of toxic air pollutants. Using risk estimates and other factors, the government can set regulatory standards to reduce people's exposures to toxic air pollutants and reduce the risk of experiencing health problems.

HAZARD IDENTIFICATION

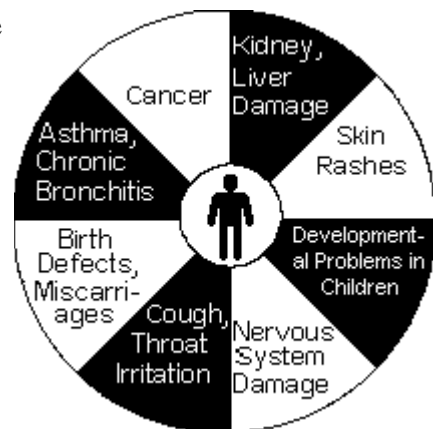
or, What Health Problems Are Caused by the Toxic Air Pollutant?

Health Problems of Concern

The toxic air pollutants of greatest concern are those that cause serious health problems or affect many people. Health problems can include cancer, respiratory irritation, nervous system problems, and birth defects.

Some health problems occur very soon after a person inhales a toxic air pollutant. These immediate effects may be minor, such as watery eyes. Or they may be serious, such as life-threatening lung damage.

Other health problems may not appear until many months or years after a person's first exposure to the toxic air pollutant. Cancer is one example of a delayed health problem.

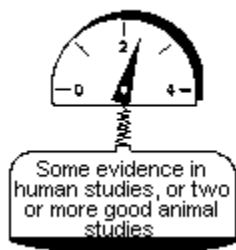


Weight of Evidence for Health Problems of Concern

Possibly Causes Cancer



Probably Causes Cancer



Known to Cause Cancer



In a hazard identification, scientists evaluate all available information about the effects of a toxic air pollutant to estimate the likelihood that a chemical will cause a certain effect in humans. The better the evidence, the more certain scientists can be that a toxic air pollutant causes specific

health problems. The amount, type, and quality of evidence are all important.

The best type of evidence comes from human studies. This evidence may be in the form of case reports, such as physicians' reports of an unusual number of cases of a specific illness. Other more formal studies can be done that compare the number of cases of a particular illness in groups of people with different levels of exposures (for example, cases of leukemia in rubber manufacturing workers).

Because human information is very limited for most toxic air pollutants, scientists often conduct studies on laboratory animals, such as rats. Animal studies are performed under controlled laboratory conditions. Scientists can study a variety of health effects by exposing animals to pollutants at varied concentrations and for varied time periods.

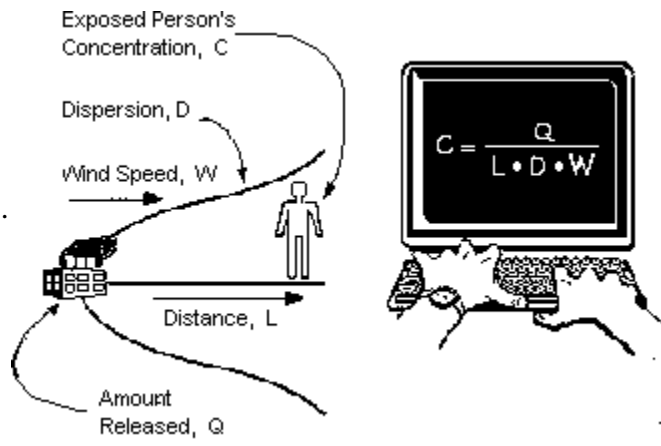
When relying on animal studies only, scientists need to be satisfied that health effects in humans are likely to be the same as those in the animals tested. Scientists try to use animal species with body functions that are similar to humans.

EXPOSURE ASSESSMENT

or, How Much of a Pollutant Do People Inhale During a Specific Time Period?

An exposure assessment estimates how much of a pollutant people inhale during a specific time period, as well as how many people are exposed.

There are many sources of toxic air pollutants. For example, a factory smokestack or thousands of automobiles crossing a busy intersection each day could be the source of a pollutant of concern. So the first step in an exposure assessment is to decide which sources are giving off the pollutant of concern.



Once the identity and location of the source(s) are known, the next step is to determine the amounts of the toxic air pollutant released in a specific time period and how it moves away from the source(s).

Engineers use either monitors or computer models to estimate the amount of pollutant released from the source and the amount of pollutant at different distances from the source. Monitors are used to sample the air and measure how much of the pollutant is present.

Computer models use mathematical equations that represent the processes that occur when a facility releases a pollutant and also the movement of pollutants through the air. Factors such as distance from the source to exposed persons, wind speed and direction, and smokestack height (for factories) affect these estimates.

The number of people exposed at different distances from the site of release can be estimated with computer models that use information from the census and from maps. Some models can even estimate exposures for the different places people are each day -- including indoor, automobile, outdoor, and workplace exposures.

The final step in an exposure assessment is to estimate the amounts each person inhales. To do this, scientists combine estimates of breathing rates and lifespan of an average person with estimates of the amount of pollutant in that person's air.

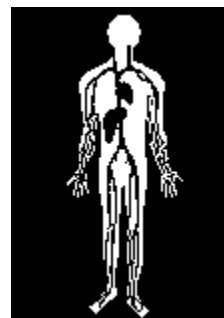
DOSE-RESPONSE ASSESSMENT

or, What Are the Health Problems at Different Exposures?

How Toxic Air Pollutants Move Through the Body



Entering the Body. [picture at left] Toxic air pollutants get into the body mainly through breathing. They can also be ingested (for example, children eating soil contaminated with lead) or absorbed through the skin.



Movement and Changes in the Body. [picture at right] Once a pollutant enters the body it can stay in the lungs (like asbestos), be exhaled, or move into the blood from the lungs (like the oxygen we breathe) or from the digestive system or skin. In the blood it is carried to all parts of the body. As it moves around the body, a pollutant can undergo chemical changes, especially as it passes through the liver, becoming less, or more, toxic.

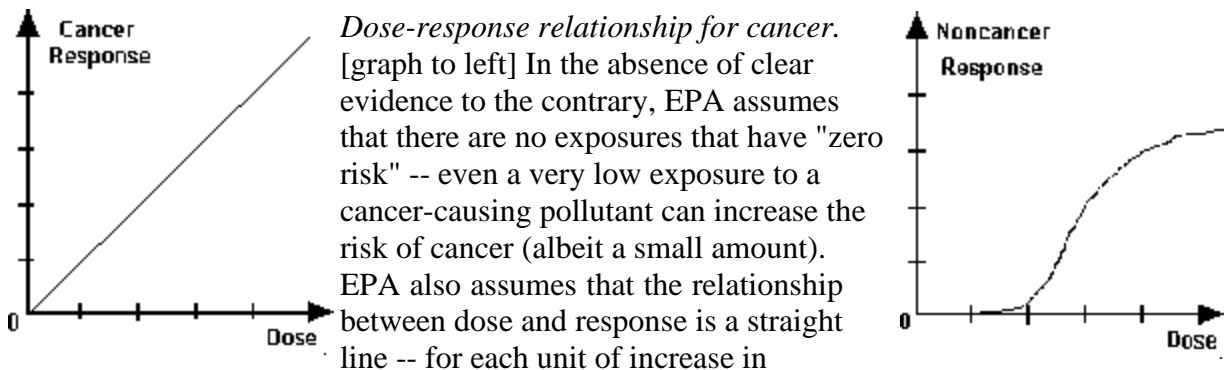
Fate. The pollutant can be exhaled, it can leave the body in urine, bowel movements, sweat, or breast milk, or it can be stored in hair, bone, or fat.

How Toxic Air Pollutants Change the Way the Body Works

Toxic air pollutants can cause health problems by interfering with normal body functions. Most commonly they change chemical reactions within individual cells, the building blocks of living things. These changes can kill cells, impair cell function, or re-direct cell activity. The results can be damaged organs, birth defects when the cells of an unborn child are damaged, or cancer that develops when cells begin to grow at an uncontrolled rate.

Dose-Response Relationships

The dose-response relationship for a specific pollutant describes the association between exposure and the observed response (health effect). In other words, it estimates how different levels of exposure to a pollutant change the likelihood and severity of health effects. Just as in the hazard identification, scientists use results of animal and human studies to establish dose-response relationships.



RISK CHARACTERIZATION or, What Is the Extra Risk to Health?

Risk information is presented in different ways to illustrate how individuals or populations may be affected. Some of the most common risk measures are described here.

Maximum Individual Lifetime Cancer Risks

Combining the results of the exposure assessment and the dose-response assessment gives an estimate of the increased lifetime risk of cancer for an individual exposed to the maximum predicted long-term concentration.

Distribution of Individual Risks

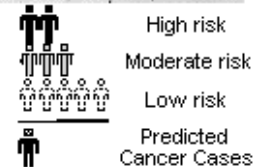
Many people may be exposed to less than the maximum level. Depending on the amount of exposure, an individual's risk of cancer will vary. The distribution of individual risk is usually expressed as the number of people estimated to be at various levels of risk.

Distribution of Individual Risk



Population Cancer Risks

Distributions of individual risk are used to calculate population risk. The population cancer risk is usually expressed as the expected increased incidence of cancer (that is, the number of new cases each year) for all people exposed to the pollutant. For example, the estimated population cancer risk may be the number of new cancer cases per year expected among residents within 30 miles of a certain large source.



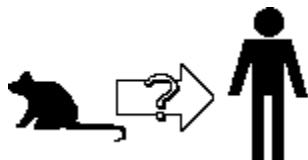
Noncancer Risks

Health reference levels refer to exposure levels that will not cause significant risks of non-cancer health effects. Long-term exposure to levels below these levels are assumed to produce no ill effects.

Health reference levels are an example of one index that government agencies use in characterizing non-cancer health risks. These levels are generally developed from exposure levels that do not produce ill effects in experimental animals. These exposure levels are adjusted to account for animal-human differences (such as breathing rate) and for underlying uncertainties (such as the difference in sensitivity between healthy adults and more sensitive people like children and the elderly).

Risk analysts then compare the health reference levels with the exposure estimates to determine how many people are exposed to concentrations higher than the health reference level. Some of these people might experience ill effects.

Uncertainty in Risk Estimates



Although scientists can estimate risks caused by toxic air pollutants in animals experimentally or in humans who have unusual exposures, converting these estimates to those expected in people under a wide range of conditions is difficult, and can be misleading.

By their nature, risk estimates cannot be completely accurate. The main problem is that scientists don't have enough information on actual exposure and on how toxic air pollutants harm human cells. The exposure assessment often relies on computer models when the amount of pollutant getting from the source(s) to people can't be easily measured. Dose-response relationships often rely on assumptions about the effects of pollutants on cells for converting results of animal experiments at high doses to human exposures at low doses.

When information is missing or uncertain, risk analysts generally make assumptions that tend to prevent them from under estimating the potential risk -- that is, these assumptions provide a margin of safety in the protection of human health.

SUMMING IT ALL UP

- Public health agencies concerned with air quality perform risk assessments to determine the increased risk of illness from a specific human exposure to a toxic air pollutant.
- Risk assessment is a four-step process: (1) hazard identification, (2) exposure assessment, (3) dose-response assessment, and (4) risk characterization.
- Hazard identification describes the illnesses caused by a toxic air pollutant and the amount of evidence for those illnesses.
- The size of the increased health risks depends on the exposure level and duration, as well as the number of people exposed. These are estimated as part of the exposure assessment.
- The dose-response assessment estimates the dose-response relationship, which mathematically shows the change in the likelihood of health effects with changes in the levels of exposure to a toxic air pollutant.
- The risk characterization uses the above assessments to describe the type and size of any increased risk expected as a result of exposure to the air pollutant. It also includes a discussion of the uncertainties associated with the risk estimates.

FOR MORE INFORMATION

Chemical Exposures: Effects on Health. Fact Sheet CC.

Write to: Dr. Maria Paviova; U.S. EPA; 26 Federal Plaza, Rm. 737; New York, NY 10278.

Elements of Toxicology and Risk Assessment.

Write to: Environ Corporation; 1000 Potomac St., NW; Washington, DC, 20007.

The Risk Assessment Manual: A Guide to Understanding and Using Health and Environmental Assessments, by B. Brockband, J. Cohrssen, and V.T. Covello. Published by the Council on Environmental Quality,
NTIS No. PB89-137772KNK.

Write to: National Technical Information Service; 5285 Port Royal Rd.; Springfield, VA 22161; \$17.50 charge.

Toxicology for the Citizen, by Alice E. Marczewski and Michael Kamrin.

Write to: Center for Environmental Toxicology; Michigan State University; C231 Holden Hall; East Lansing, MI 48824; \$1.00 charge.

Air Pollution. Fact Sheet LL.

Write to: Dr. Maria Paviova; U.S. EPA; 26 Federal Plaza, Rm. 737; New York, NY 10278.

The Process of Risk Assessment and Risk Management. FactSheet BB.

Write to: Dr. Maria Paviova; U.S. EPA; 26 Federal Plaza, Rm. 737; New York, NY 10278; Free.

Glossary of Terms Related to Health Exposure and Risk Assessment.

EPA Air RISC. Call (919)541-0888.

Other Health Risk Publications

[*Air Pollution and Health Risk.*](#)

[*Evaluating Exposures to Toxic Air Pollutants: A Citizen's Guide.*](#)

Area Navigation

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-
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The Seal of the United States Environmental Protection Agency

Last updated on 2/23/2016

https://www3.epa.gov/airtoxics/3_90_024.html

APPENDIXF
AIRQUALITY TECHNICAL REPORT

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Burbank Airport Terminal Replacement Draft EIR
Appendix **F**, Air Quality Emission Worksheets

F.1 Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

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F.9-5 Output: Passenger Trip Emissions

F.9-6 Output: Parking Emissions

F.10 Unison Survey, Bob Hope Airport Ground Access Study Data Collection and Analysis (2012) (select pages)

F.11 Operational Localized Significance Threshold Analysis

F.11-1 AERMOD Source Emission Rates

F.11-2 Localized Operational Emissions (Adjacent Property Option)

F.11-3 Localized Operational Emissions (Southwest Quadrant Options)

F.12 Operational Health Risk Assessment

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F.12-1-a. AERMOD Inputs: Source Characteristics

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F.12-4 Southwest Quadrant Options – Existing Risk (2015)

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F.12-5 Southwest Quadrant Options – Risk No Project (2023)

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F.12-6 Southwest Quadrant Options – Risk With Project (2023)

F.12-6-a. AERMOD Inputs: Source Characteristics

F.12-6-b. AERMOD Results

F.12-6-c. Cancer Risk Calculations: Residents

Appendix **F.1**

Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

F.1-1 Project Information

F.1-2 Resource-Loaded Schedule

F.1-3 Architectural Coating Area Calculations

Appendix F Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

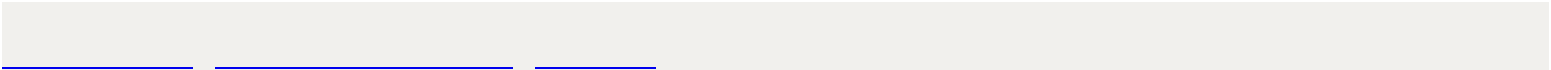
F-1 Project Information

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Loud Noise Dangers

[Home](#) [Information for the Public](#) [Hearing and Balance](#)

Loud noise can cause permanent hearing loss. There are ways to protect your hearing. Audiologists can help.

On this page:

- [About Noise-Induced Hearing Loss](#)
- [Dangerous and Safe Noise Levels](#)
- [Signs That Noise Is Too Loud](#)
- [Noise and Hearing Loss](#)
- [Noise and Your Health](#)
- [Protecting Your Hearing](#)

About Noise-Induced Hearing Loss

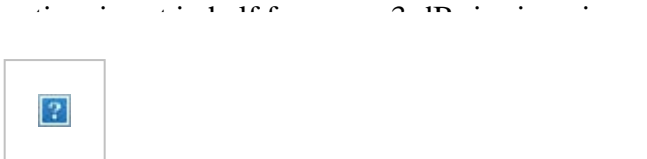
Noise-Induced Hearing Loss, or NIHL, happens when you listen to loud sounds. These sounds can last a long time, like listening to a concert, or they can be short, like from gunfire. Three factors put you at risk for NIHL:

- How loud the noise is
- How close you are to the noise
- How long you hear the noise

Sound-level meters measure noise levels. We record noise levels in decibels, or dBA. The higher the noise level, the louder the noise. You can listen to sounds at 70 dBA or lower for as long as you want. Sounds at 85 dBA can lead to hearing loss if you listen to them for more than 8 hours at a time.

Sounds over 85 dBA can damage your hearing faster. The safe listening levels over 85 dBA. For example, you can listen to sounds at 85 dBA for 2 hours. If the sound is 90 dBA, it is safe to listen to those same sounds for 4 hours. And if the sound is 95 dBA, it is safe to listen to those same sounds for 2 hours.

The World Health Organization and International Telecommunication Union (ITU) released the [Standard on Safe Listening Devices and Systems](#) [PDF], recommending that smartphones and personal audio players with information that explains the safe listening levels. The standard also recommends that weekly exposure to volume levels no higher than 80 dB is recommended. The standard also includes volume warnings and tracking information; cues for taking safe listening breaks; and volume limiters expressly for parents to use. The recommendation



on external product packaging and advertising, as well as on manufacturers' websites.

Citations

- World Health Organization, WHO-ITU global standard for safe listening devices and systems, 2019. Retrieved from <https://www.who.int/deafness/make-listening-safe/standard-for-safe-listening/en/>.
- U.S. Environmental Protection Agency, Office of Noise Abatement and Control. (1974, March). *Information on levels of environmental noise requisite to protect public health and welfare with an adequate margin of safety* Retrieved from <https://nepis.epa.gov/Exe/ZyPDF.cgi/2000L3LN.PDF?Dockey=2000L3LN.PDF> [PDF].

Impulse Noise

A single loud blast or explosion that lasts for less than 1 second can cause permanent hearing loss right away. This noise, called impulse noise or impact noise, may come from gunfire or fireworks. We measure impulse noise in dB peak pressure, or dBP. Impulse noise greater than 140 dBP will hurt your hearing right away.

Dangerous and Safe Noise Levels

The noise chart below lists average decibel levels for everyday sounds around you.

Painful impulse noise—Not safe for any period of time

150 dBP = fireworks at 3 feet, firecracker, shotgun

140 dBP = firearms

Painful steady noise—Not safe for any period of time

130 dBA = jackhammer

120 dBA = jet plane takeoff, siren, pneumatic drill

Extremely loud—Dangerous to hearing; wear earplugs or earmuffs

112 dBA = maximum output of some MP3 players, rock concert, chainsaw

106 dBA = gas leaf blower, snow blower

100 dBA = tractor, listening with earphones

94 dBA = hair dryer, kitchen blender, food processor

Very loud—Dangerous to hearing; wear earplugs or earmuffs

91 dBA = subway, passing motorcycle, gas mower **Moderate—**

Safe listening for any time period

70 dBA = group conversation, vacuum cleaner, alarm clock

60 dBA = typical conversation, dishwasher, clothes dryer

50 dBA = moderate rainfall

40 dBA = quiet room

Faint—Safe listening for any time period

30 dBA = whisper, quiet library

The noise chart was developed using the following two websites:

- [Noise Navigator](#)
- [Dangerous Decibels](#)

Signs That Noise Is Too Loud

You probably don't always carry a sound level meter with you. So how can you know if noises are too loud? Here are some signs:

- You must raise your voice to be heard.
- You can't hear or understand someone 3 feet away from you.
- Speech around you sounds muffled or dull after you leave the noisy area.
- You have pain or ringing in your ears after you hear the noise, called tinnitus. It can last for a few minutes or a few days.

Noise and Hearing Loss

How do loud noises hurt your hearing? It may help to first understand how you hear:

- Sound goes into your ear as sound waves. The louder the sound, the bigger the sound wave.
- The outer ear, which is what you see on the side of your head, collects the sound wave. The sound wave travels down the ear canal toward your eardrum. This makes your eardrum vibrate.
- The sound vibration makes the three middle ear bones move. The movement makes the sound vibrations bigger.
- The last of the three middle ear bones moves the sound vibrations into the inner ear, or cochlea. The cochlea is filled with fluid and has tiny hair cells along the inside. The vibrations make the fluid in the inner ear move. The fluid makes the hair cells move, too. The hair cells change the vibrations into electrical signals that travel to your brain through your hearing nerve.
- Only healthy hair cells can send electrical signals to your brain. We recognize sounds in our brains and use that information to figure out how to respond.

You may lose some of your hearing if the hair cells get damaged. How does this happen?

- Hair cells are sensitive to big movements. If sounds are loud, they move the fluid in the inner ear more, and that can damage the hair cells.
- Hair cells that are damaged by loud sounds do not send signals to the brain as well as they should. The first hair cells that are hurt are those that send high-pitched sounds to the brain. This can make sounds like /t/ in "tin", /f/ in "sin", or /k/ in "kin" harder to hear.
- Short, loud noises—like a firecracker or an explosion—can damage hair cells. Listening to loud sounds for a long time, like when you are at a rock concert, also damages hair cells.

Ringing in your ears, or tinnitus, is an early sign of noise-induced hearing loss. There is no way to fix damaged hair cells. Hearing aids or other devices can help you hear better, but your hearing will not come back on its own.

Noise and Your Health

Loud noise does not just hurt your hearing. It can cause other problems that you may not think of as being noise related.

Noise can make you more tired and cranky. Loud noise can cause other health problems, like:

- high blood pressure
- faster heart rate

- upset stomach
- problems sleeping, even after the noise stops
- problems with how babies develop before birth

Noise can make it harder to pay attention. You may be less safe at work because you may not hear warning signals or equipment problems. Noise can also cause you to get less work done.

Noisy classrooms can make it harder for children to learn. To learn more about noise in schools, read the [Classroom Acoustics page](#).

It is harder to understand what others say when it is noisy. You may need to concentrate more and use more energy to hear. And the person speaking needs to talk louder or yell. This can make conversations hard. You may give up trying to talk or listen.

So, you can see that noise does more than cause hearing loss. It can impact your health, work, learning, and social life. It is important to cut down on the noise in your life for all of these reasons.

Protecting Your Hearing

Knowing how noise impacts you is the key to protecting your hearing. You've taken that first step by reading this information.

The next step is to avoid loud noise whenever possible. Remember, if you have to shout to be heard, it is too loud. You should get away from the noise or find a way to protect your ears.

Here are some things you can do:

1. **Wear hearing protection.** Cotton in the ears will not work. You can buy things that protect your hearing, like earplugs or earmuffs, at the store or online.
 - **Earplugs** go **into** your ear so that they totally block the canal. They come in different shapes and sizes. An audiologist can make some just for your ears. Earplugs can cut noise down by 15 to 30 decibels.
 - **Earmuffs** fit completely **over** both ears. They must fit tightly to block sound from going into your ears. Like earplugs, earmuffs can reduce noise by 15 to 30 dB, depending on how they are made and how they fit.
 - **Earplugs and earmuffs** can be used together to cut noise down even more. You should use both when noise levels are above 105 dB for 8 hours or more. You should also use both if you might hear impulse sounds that are more than 140 dB.
2. **Do not listen to loud sounds for too long.** Move away from the loud sound if you don't have hearing protection. Give your ears a break. Plug your ears with your fingers as emergency vehicles pass on the road.
3. **Lower the volume.** Keep personal listening devices set to no more than half volume. The World Health Organization recommends a total of 40 hours of weekly exposure to volume levels no higher than 80 dB for adults and 75 dB for children on personal listening devices. Don't be afraid to ask others to turn down the volume of their devices if you can hear them. Ask the movie theater manager to turn down the sound if the movie is too loud.
4. **Be a good consumer.** Look for noise ratings on appliances, sporting equipment, power tools, and hair dryers. Buy quieter products. This is especially important when buying toys for children.
5. **Be a local advocate.** Some movie theaters, health clubs, dance clubs, bars, and amusement centers are very noisy. Speak to managers about the loud noise and how it may hurt hearing. Ask that they turn the volume down.

Don't be fooled by thinking your ears are "tough" or that you can "tune it out"! Noise-induced hearing loss is usually slow and painless. But, it is permanent. The hair cells and hearing nerve cannot be fixed. If loud sounds don't bother you, you may already have some hearing damage.

You can avoid noise-induced hearing. Protect your hearing for life.

More information on this topic can be found in our [Audiology Information Series](#) [PDF].

To find an audiologist near you, visit [ProFind](#).



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- [Hearing Screening and Testing](#)
- [Treatment, Technology and Rehabilitation](#)
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- [Dizziness and Balance](#)
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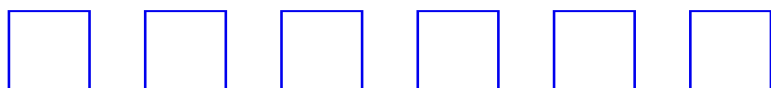
About Us

The American Speech-Language-Hearing Association (ASHA) is the national professional, scientific, and credentialing

association for 211,000 members and affiliates who are audiologists; speech-language pathologists; speech, language, and hearing scientists; audiology and speech-language pathology support personnel; and students.

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Presidential Documents

Title 3—

Executive Order 12898 of February 11, 1994

The President

Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

Section 1—1. *Implementation.*

1–101. *Agency Responsibilities.* To the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands.

1–102. *Creation of an Interagency Working Group on Environmental Justice.*

(a) Within 3 months of the date of this order, the Administrator of the Environmental Protection Agency (“Administrator”) or the Administrator’s designee shall convene an interagency Federal Working Group on Environmental Justice (“Working Group”). The Working Group shall comprise the heads of the following executive agencies and offices, or their designees: (a) Department of Defense; (b) Department of Health and Human Services; (c) Department of Housing and Urban Development; (d) Department of Labor; (e) Department of Agriculture; (f) Department of Transportation; (g) Department of Justice; (h) Department of the Interior; (i) Department of Commerce; (j) Department of Energy; (k) Environmental Protection Agency; (l) Office of Management and Budget; (m) Office of Science and Technology Policy; (n) Office of the Deputy Assistant to the President for Environmental Policy; (o) Office of the Assistant to the President for Domestic Policy; (p) National Economic Council; (q) Council of Economic Advisers; and (r) such other Government officials as the President may designate. The Working Group shall report to the President through the Deputy Assistant to the President for Environmental Policy and the Assistant to the President for Domestic Policy.

(b) The Working Group shall: (1) provide guidance to Federal agencies on criteria for identifying disproportionately high and adverse human health or environmental effects on minority populations and low-income populations;

(2) coordinate with, provide guidance to, and serve as a clearinghouse for, each Federal agency as it develops an environmental justice strategy as required by section 1–103 of this order, in order to ensure that the administration, interpretation and enforcement of programs, activities and policies are undertaken in a consistent manner;

(3) assist in coordinating research by, and stimulating cooperation among, the Environmental Protection Agency, the Department of Health and Human Services, the Department of Housing and Urban Development, and other agencies conducting research or other activities in accordance with section 3–3 of this order;

(4) assist in coordinating data collection, required by this order;

(5) examine existing data and studies on environmental justice;

(6) hold public meetings as required in section 5–502(d) of this order; and

(7) develop interagency model projects on environmental justice that evidence cooperation among Federal agencies.

1–103. *Development of Agency Strategies.* (a) Except as provided in section 6–605 of this order, each Federal agency shall develop an agency-wide environmental justice strategy, as set forth in subsections (b) –(e) of this section that identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The environmental justice strategy shall list programs, policies, planning and public participation processes, enforcement, and/or rulemakings related to human health or the environment that should be revised to, at a minimum: (1) promote enforcement of all health and environmental statutes in areas with minority populations and low-income populations; (2) ensure greater public participation; (3) improve research and data collection relating to the health of and environment of minority populations and low-income populations; and (4) identify differential patterns of consumption of natural resources among minority populations and low-income populations. In addition, the environmental justice strategy shall include, where appropriate, a timetable for undertaking identified revisions and consideration of economic and social implications of the revisions.

(b) Within 4 months of the date of this order, each Federal agency shall identify an internal administrative process for developing its environmental justice strategy, and shall inform the Working Group of the process.

(c) Within 6 months of the date of this order, each Federal agency shall provide the Working Group with an outline of its proposed environmental justice strategy.

(d) Within 10 months of the date of this order, each Federal agency shall provide the Working Group with its proposed environmental justice strategy.

(e) Within 12 months of the date of this order, each Federal agency shall finalize its environmental justice strategy and provide a copy and written description of its strategy to the Working Group. During the 12 month period from the date of this order, each Federal agency, as part of its environmental justice strategy, shall identify several specific projects that can be promptly undertaken to address particular concerns identified during the development of the proposed environmental justice strategy, and a schedule for implementing those projects.

(f) Within 24 months of the date of this order, each Federal agency shall report to the Working Group on its progress in implementing its agency-wide environmental justice strategy.

(g) Federal agencies shall provide additional periodic reports to the Working Group as requested by the Working Group.

1–104. *Reports to the President.* Within 14 months of the date of this order, the Working Group shall submit to the President, through the Office of the Deputy Assistant to the President for Environmental Policy and the Office of the Assistant to the President for Domestic Policy, a report that describes the implementation of this order, and includes the final environmental justice strategies described in section 1–103(e) of this order.

Sec. 2–2. *Federal Agency Responsibilities for Federal Programs.* Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

Sec. 3-3. *Research, Data Collection, and Analysis.*

3-301. *Human Health and Environmental Research and Analysis.* (a) Environmental human health research, whenever practicable and appropriate, shall include diverse segments of the population in epidemiological and clinical studies, including segments at high risk from environmental hazards, such as minority populations, low-income populations and workers who may be exposed to substantial environmental hazards.

(b) Environmental human health analyses, whenever practicable and appropriate, shall identify multiple and cumulative exposures.

(c) Federal agencies shall provide minority populations and low-income populations the opportunity to comment on the development and design of research strategies undertaken pursuant to this order.

3-302. *Human Health and Environmental Data Collection and Analysis.*

To the extent permitted by existing law, including the Privacy Act, as amended (5 U.S.C. section 552a): (a) each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations;

(b) In connection with the development and implementation of agency strategies in section 1-103 of this order, each Federal agency, whenever practicable and appropriate, shall collect, maintain and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding facilities or sites expected to have a substantial environmental, human health, or economic effect on the surrounding populations, when such facilities or sites become the subject of a substantial Federal environmental administrative or judicial action. Such information shall be made available to the public, unless prohibited by law; and

(c) Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding Federal facilities that are: (1) subject to the reporting requirements under the Emergency Planning and Community Right-to-Know Act, 42 U.S.C. section 11001-11050 as mandated in Executive Order No. 12856; and (2) expected to have a substantial environmental, human health, or economic effect on surrounding populations. Such information shall be made available to the public, unless prohibited by law.

(d) In carrying out the responsibilities in this section, each Federal agency, whenever practicable and appropriate, shall share information and eliminate unnecessary duplication of efforts through the use of existing data systems and cooperative agreements among Federal agencies and with State, local, and tribal governments.

Sec. 4-4. *Subsistence Consumption of Fish and Wildlife.*

4-401. *Consumption Patterns.* In order to assist in identifying the need for ensuring protection of populations with differential patterns of subsistence consumption of fish and wildlife, Federal agencies, whenever practicable and appropriate, shall collect, maintain, and analyze information on the consumption patterns of populations who principally rely on fish and/or wildlife for subsistence. Federal agencies shall communicate to the public the risks of those consumption patterns.

4-402. *Guidance.* Federal agencies, whenever practicable and appropriate, shall work in a coordinated manner to publish guidance reflecting the latest scientific information available concerning methods for evaluating the human health risks associated with the consumption of pollutant-bearing fish or

wildlife. Agencies shall consider such guidance in developing their policies and rules.

Sec. 5–5. *Public Participation and Access to Information.* (a) The public may submit recommendations to Federal agencies relating to the incorporation of environmental justice principles into Federal agency programs or policies. Each Federal agency shall convey such recommendations to the Working Group.

(b) Each Federal agency may, whenever practicable and appropriate, translate crucial public documents, notices, and hearings relating to human health or the environment for limited English speaking populations.

(c) Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public.

(d) The Working Group shall hold public meetings, as appropriate, for the purpose of fact-finding, receiving public comments, and conducting inquiries concerning environmental justice. The Working Group shall prepare for public review a summary of the comments and recommendations discussed at the public meetings.

Sec. 6–6. *General Provisions.*

6–601. *Responsibility for Agency Implementation.* The head of each Federal agency shall be responsible for ensuring compliance with this order. Each Federal agency shall conduct internal reviews and take such other steps as may be necessary to monitor compliance with this order.

6–602. *Executive Order No. 12250.* This Executive order is intended to supplement but not supersede Executive Order No. 12250, which requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving Federal financial assistance. Nothing herein shall limit the effect or mandate of Executive Order No. 12250.

6–603. *Executive Order No. 12875.* This Executive order is not intended to limit the effect or mandate of Executive Order No. 12875.

6–604. *Scope.* For purposes of this order, Federal agency means any agency on the Working Group, and such other agencies as may be designated by the President, that conducts any Federal program or activity that substantially affects human health or the environment. Independent agencies are requested to comply with the provisions of this order.

6–605. *Petitions for Exemptions.* The head of a Federal agency may petition the President for an exemption from the requirements of this order on the grounds that all or some of the petitioning agency's programs or activities should not be subject to the requirements of this order.

6–606. *Native American Programs.* Each Federal agency responsibility set forth under this order shall apply equally to Native American programs. In addition, the Department of the Interior, in coordination with the Working Group, and, after consultation with tribal leaders, shall coordinate steps to be taken pursuant to this order that address Federally-recognized Indian Tribes.

6–607. *Costs.* Unless otherwise provided by law, Federal agencies shall assume the financial costs of complying with this order.

6–608. *General.* Federal agencies shall implement this order consistent with, and to the extent permitted by, existing law.

6–609. *Judicial Review.* This order is intended only to improve the internal management of the executive branch and is not intended to, nor does it create any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity by a party against the United States, its agencies, its officers, or any person. This order shall not be construed to create any right to judicial review involving the compliance or noncompliance

of the United States, its agencies, its officers, or any other person with this order.

A stylized, bold, black signature of Bill Clinton, followed by a horizontal line.

THE WHITE HOUSE,
February 11, 1994.



Noise

Related pages

Noise-induced hearing loss is the most common preventable occupational health condition in the world.

Noise is defined as 'unwanted sounds', while sound is a term used for sensation that the brain receives when pressure variations in the air are detected by the ear. What is sound to one person can very well be noise to somebody else, but anyone who is exposed to noise is potentially at risk. The higher the level of noise, and the longer individuals are exposed to it, the more risk they have of suffering harm from it. Millions of workers worldwide are exposed to noise levels that put their hearing at risk. Excessive noise is an occupational hazard with many adverse effects, not only to the workers involved with noisy operations but also to those around them. Its effects can lead to temporary or permanent hearing damage and can impair workers' efficiency. Individuals suffering from poor hearing, whether it is due to their age or illness, can have their problems made worse by exposure to higher levels of noise at work. It can also lead to accidents due to limited speech communication, misunderstanding oral instructions and masking the sounds of approaching danger or warnings.

Main sources of noi seat work

Stress

Musculoskeletal disorders

Occupational cancer

Inhalation disorders

Skin disorders

Noise

Advice for managers

Advice for employees

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) IMPLEMENTING INSTRUCTIONS FOR AIRPORT ACTIONS



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AB 2588 COMBUSTION EMISSION FACTORS

Emission factors for combustion of natural gas and diesel fuel were developed for use in AB 2588 emission inventory reports in 1990 and updated in 1991, 1992 and 1995. These factors have been updated again based on new data available from the USEPA (1)(10).

These emission factors are to be used where source testing or fuel analysis are not required by the AB 2588 Criteria and Guidelines Regulations, Appendix D. The factors are divided into external combustion sources (boilers, heaters, flares) and internal combustion sources (engines, turbines). Natural gas combustion factors are further divided into a number of sub-categories, based on equipment size and type.

If better source specific data such as manufacturer's data, source tests, or fuel analysis is available, it should be used rather than these emission factors.

Natural Gas Combustion Factors

Natural gas combustion factors were developed for listed substances identified by the California Air Resources Board (CARB) as significant components of natural gas combustion emissions (2) and for some federal HAPs.

In the past, the VCAPCD has included emission factors for natural gas fired internal combustion equipment in this document. In 2000, the USEPA published air toxics emission factors for natural gas fired turbines and engines. For natural gas fired internal combustion equipment, the emission factors from the USEPA publication AP-42 (1) should be used.

For natural gas fired turbines, emission factors from Table 3.1-3 of AP-42, dated April 2000 should be used. For natural gas fired internal combustion engines, emission factors from Tables 3.2-1, 3.2-2, and 3.2-3 of AP-42, dated August 2000, as applicable, should be used.

Natural Gas Fired External Combustion Equipment

	<10 MMBTUh	10-100 MMBTUh	>100 MMBTUh	flare
Pollutant	Emissions (lb/MMcf)			
benzene	0.0080	0.0058	0.0017	0.159
formaldehyde	0.0170	0.0123	0.0036	1.169
PAH's (including naphthalene)	0.0004	0.0004	0.0004	0.014
naphthalene	0.0003	0.0003	0.0003	0.011
acetaldehyde	0.0043	0.0031	0.0009	0.043
acrolein	0.0027	0.0027	0.0008	0.010
propylene	0.7310	0.5300	0.01553	2.440
toluene	0.0366	0.0265	0.0078	0.058
xylene	0.0272	0.0197	0.0058	0.029
ethyl benzene	0.0095	0.0069	0.0020	1.444
hexane	0.0063	0.0046	0.0013	0.029

External combustion equipment includes boilers, heaters, and steam generators.

Derivation of Factors

The emission factors for boilers, heaters, and steam generators were based on the results of source tests performed mostly on units rated at between 10 and 100 million BTU per hour. The following test data was used: benzene (3) (6) (16) (19); formaldehyde (3) (6) (19); PAH, naphthalene, toluene, xylenes, ethyl benzene (16) (19); acetaldehyde, acrolein, and propylene (19); and hexane (20).

The test results listed above were used directly to determine the emission factors for boilers, heaters, and steam generators with heat input ratings of 10-100 MMBTU/hr. For units <10 MMBTU/hr and >100 MMBTU/hr, were calculated by scaling the factors for 10-100 MMBTU/hr equipment by the ratios of their TOC emission factors (7).

For flares, the factors were developed by applying the CARB species profiles (8) to the USEPA TOC emission factor for flares (1). The internal combustion species profile was used as CARB stated that they had very little confidence in the external combustion profile, and they use only the internal combustion profile (9). Information on acrolein was not contained in the species profile used. It was therefore assumed that the ratio of acrolein to formaldehyde is the same for flares as for turbines. The PAH emission factor is from EPA (10)

Diesel Combustion Factors

Diesel (#1, #2 fuel oil) combustion factors were developed for listed substances identified by the CARB as significant components of diesel fuel combustion emissions (2) and for federal HAPs for which data was available.

Diesel Combustion Factors

	external combustion	internal combustion
Pollutant	Emissions (lb/1000 gal)	
benzene	0.0044	0.1863
formaldehyde	0.3506	1.7261
PAH's (including naphthalene)	0.0498	0.0559
naphthalene	0.0053	0.0197
acetaldehyde	0.3506	0.7833
acrolein	0.3506	0.0339
1,3-butadiene	0.0148	0.2174
chlorobenzene	0.0002	0.0002
dioxins	ND	ND
furans	ND	ND
propylene	0.0100	0.4670
hexane	0.0035	0.0269
toluene	0.0044	0.1054
xylene	0.0016	0.0424
ethyl benzene	0.0002	0.0109
hydrogen chloride	0.1863	0.1863
arsenic	0.0016	0.0016
beryllium	ND	ND
cadmium	0.0015	0.0015
total chromium	0.0006	0.0006
hexavalent chromium	0.0001	0.0001
copper	0.0041	0.0041
lead	0.0083	0.0083
manganese	0.0031	0.0031
mercury	0.0020	0.0020
nickel	0.0039	0.0039
selenium	0.0022	0.0022
zinc	0.0224	0.0224

ND - not detected

Derivation of Factors

For external combustion equipment, formaldehyde, PAH, and naphthalene emission factors for were developed using source test data (17). Based on information from CARB it was assumed that acetaldehyde and acrolein emissions would be the same as formaldehyde (14). Emission factors for toluene, xylenes, propylene, ethyl benzene, and hexane were based on USEPA emission factors for total organic compounds and CARB species profile (8) for substances identified by CARB as significant.

For internal combustion engines, emission factors for formaldehyde, PAH's, naphthalene, and metals were based on source testing (4), (5), (6), (18). Benzene, acetaldehyde, acrolein, toluene and xylenes emission factors were based on sources (4), (5), and (18). Propylene factors were based on source tests (4) and (5). 1,3-butadiene was based on (4). Ethyl benzene and hexane emission factors were based on (18).

For all oil combustion equipment, emission factors for chlorobenzene, hydrogen chloride, and metals were based on stack testing and fuel analyses (4), (5), (6), (12), (13), (18). It was assumed that 99.9% of the chlorine contained in the fuel was converted to hydrogen chloride (15), with the remainder converted to chlorobenzene. 5% of the chromium in the fuel samples was assumed to be emitted as hexavalent chromium (15).

Dioxins (PCDD's), furans (PCDF's), and beryllium were identified as potentially significant components of diesel combustion exhaust (2). However, the only test results for diesel combustion found (11) reported "not detected" for dioxins and furans. Beryllium has not been detected in any of the diesel fuel analyses reviewed (4), (5), (6), (12), (13), (18). For emission inventory reporting purposes, facilities should report these compounds on for PRO using an emission estimation code of "99" and writing "ND" for the emissions.

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EXHIBIT C

Airport Authority, Industry Day Presentation (excerpts)

ELEVATE BUR

GET READY FOR AN UPGRADE

Industry Day

Airport Information

- Medium Hub Airport
- All domestic
- 14 gates
- Approaching 6 MAP
- Common Use Terminal
- Residual cost agreement
- Air Carriers
 - Alaska, American, Delta, Jetblue, Southwest, Spirit, United



Why replace the current terminal?

- Runway separation does not meet current standards
- Seismically deficient
- Inconsistent capability between gates
- Complicated maneuvers required on airfield
- Aging terminal building
- Limited concessions and amenities
- Underserves users with disabilities

Concessions

• Operations

EXHIBIT D

EPA, Technical Guidance for Assessing Environmental Justice in Regulatory Analysis
(June 2016) (excerpts)

Technical Guidance for Assessing Environmental Justice in Regulatory Analysis



June 2016



This section provides guidance to Agency analysts on integrating the consideration of potential EJ concerns into the planning phase of a human health risk assessment conducted to support a regulatory action. In particular, the *EJ Technical Guidance* recommends that, to the extent possible, evaluation of potential EJ concerns be integrated into an HHRA rather than conducted as an add-on or separate analysis of differences in risks across population groups of concern. Integration ensures that an analyst can effectively consider differential health risks for minority populations, low-income populations, or indigenous peoples. This recommendation is consistent with the EPA's *Framework for Human Health Risk Assessment to Inform Decision Making*, referred to in this document as the *HHRA Framework* (U.S. EPA, 2014c), which identifies EJ as one of several overarching considerations for which "early consideration and discussion ... can enhance the utility of the risk assessment." The *HHRA Framework* also notes "... the potential for inclusion of analyses involving these topics is an important consideration in the planning stage for an assessment."

5.1 Introduction

An analyst planning an HHRA in support of a regulatory action should seek information early in the process that is relevant to the three analytic questions outlined in Section 3.1 (and repeated here):

- Are there potential EJ concerns associated with environmental stressors affected by the regulatory action for population groups of concern in the baseline?
- Are there potential EJ concerns associated with environmental stressors affected by the regulatory action for population groups of concern for the regulatory option(s) under consideration?
- For the regulatory option(s) under consideration, are potential EJ concerns created or mitigated compared to the baseline?

These questions help an analyst evaluate whether a potential EJ concern already exists and whether, for each of the regulatory options under consideration, a potential EJ concern is likely to be created or mitigated by the affected stressors. The role of an analyst is to plan and conduct an HHRA that presents results – and the appropriate context for those results – in a transparent manner so that the decision maker can incorporate consideration of differential risks across population groups into [risk management](#) decisions.

Human health risk assessment is a complex and iterative process, and the science and practices that support it continue to evolve. This technical guidance is therefore designed to allow analysts to incorporate new information into the risk assessment process as it becomes available through research and method development efforts, or as needs for information evolve. Likewise, analysis of potential EJ concerns in HHRA should evolve to incorporate improved risk assessment methodologies and guidance. The EPA has developed and continues to develop methods and guidance on key risk assessment topics such as cumulative risk assessment, dose-response assessment, and exposure assessment. These documents, as well as tools and approaches generated by EPA offices and regions, will, over time, help to improve analyses of potential EJ concerns. The EPA is also involved in ongoing research activities designed to advance risk assessment. Some of these efforts are specifically focused on better understanding the impact of susceptibility and variability on dose-response. Another focus is how various risk factors beyond chemical

exposures (e.g., poor nutrition, stress, access to health care, and lower socioeconomic status) may be utilized in HHRA to improve the scientific basis for estimating risks at the community level. It is expected that this *EJ Technical Guidance* will be updated to incorporate new analytical tools, as appropriate.

The remainder of this section is organized into two parts. Section 5.2 provides an overview of key concepts in HHRA. Section 5.3 describes how potential EJ concerns can be considered in the planning stage of an HHRA. Additional information on this topic can be found in Appendix B, which provides examples of ways to incorporate potential EJ concerns into the planning stages of exposure and dose-response assessments.

5.2 Overview of Key Concepts

This section briefly discusses key concepts relevant to considering potential EJ concerns in an HHRA. For more information on these concepts generally, see the EPA's *Framework for HHRA Framework* (U.S. EPA, 2014c). In addition, the EPA has published guidance on all steps of the HHRA process; links to some of these documents can be found in Appendix A. The Agency's Risk Assessment website provides basic information about environmental risk assessments and offers a set of links to key EPA tools, guidance, and guidelines.²⁶ Links to sites of particular relevance to EJ are included throughout this chapter.

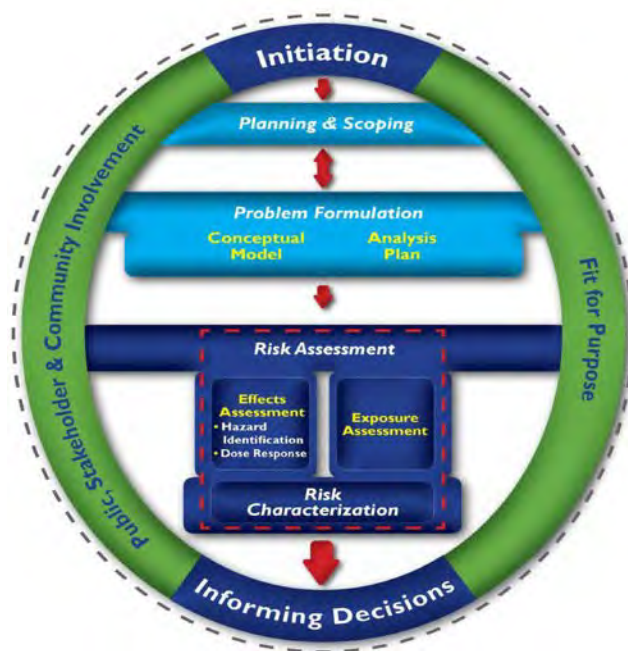
5.2.1 Human Health Risk Assessment to Inform Decision-Making

The EPA's *HHRA Framework* (U.S. EPA, 2014c) highlights the roles of initial planning and scoping, as well as problem formulation in designing a risk assessment to serve a specific and documented purpose (Figure 5.1).

In accordance with longstanding Agency policy and congruent with EJ principles, the *HHRA Framework* emphasizes the importance of scientific peer review as well as public, stakeholder, and community involvement throughout the process. EJ can be considered at any point in the HHRA process, but the planning and scoping and problem formulation phases set the foundation of the HHRA.

Figure 5.1: Framework for Human Health Risk Assessment to Inform Decision-Making

Adapted from: U.S. EPA (2014c)



²⁶ See the EPA's Risk Assessment website: www.epa.gov/risk.

The classic risk assessment process itself (Figure 5.2) includes a series of four steps: effects assessment (including [hazard identification](#) and dose-response assessment), exposure assessment, and risk characterization. The HHRA process is not strictly linear and sequential; steps are often performed together in an integrative fashion. Risk characterization, in particular, incorporates information from all of the other steps and provides the basis for communicating the results to decision makers and the public.



Adapted from: U.S. EPA (2014c)

Figure 5.2: Steps in Human Health Risk Assessment

The basic analytic process of an HHRA can be employed to characterize the nature, probability, and magnitude of current or future risks of adverse human health effects related to exposure to environmental stressors (e.g., chemical, physical, or biological agents) for population groups of concern. An HHRA can include both quantitative and qualitative expressions of risk (NRC, 1983; U.S. EPA, 2014c), and can incorporate different types of assessments depending on the nature of the regulatory decision that the assessment is intended to inform. For example, a prioritization exercise for regulatory consideration may use only a screening assessment with very conservative default values. In contrast, a national regulatory action may require a rigorous assessment of several types of potential health effects and exposure scenarios to support an in-depth examination of benefits.

5.2.2 Fit-for-Purpose

Fit-for-purpose refers to the step in the risk assessment framework that ensures that risk assessments and associated products are suitable and useful for their intended purpose(s), particularly for informing choices among risk management options (U.S. EPA, 2014c). Accordingly, throughout the process of planning and performing HHRAs, it is important to evaluate whether the assessment is effectively addressing the information needs of decision makers. The NRC (2009) recommends that the EPA maximizes the utility of risk assessment by assuring that risk assessments are tailored to the problems and decisions at hand. The EPA considers the utility of risk assessment (the extent to which it is fit for purpose) as a continuous assessment throughout the HHRA process, rather than as a separate step during or after a risk assessment is completed.

Consistent with E.O. 12898 and other EPA policies regarding EJ, one part of the fit-for-purpose planning discussion should be to ensure that the analysis will provide useful information on how policy options might affect distribution of risks across population groups of concern. Addressing the fit-for-purpose question early and throughout the HHRA process ensures that the risk assessment adequately addresses the purpose for which it is intended; in the context of EJ, this typically includes information for decision makers on the distribution of risk across specific population groups. The risk assessment methods used to consider potential

EJ concerns will vary with the environmental problem being addressed, and the scope of the HHRA will be affected by statutory mandates and limitations in data, methods, time, and resources; a robust fit-for-purpose process ensures that these limitations do not limit the usefulness of the analysis.

To ensure that an HHRA sufficiently identifies and characterizes potentially differential risks, it is recommended that an analyst do the following for the specific policy context under consideration:

1. Identify those types of individuals or population groups that potentially could experience higher risks relative to the average or comparable individuals in the general population as a result of the policy change;
2. Clearly state the reasons why an identified population group (or life stage within a population group) may potentially experience higher risk than the average person;
3. Estimate and characterize the potential for differences in risk for affected groups; and
4. Present the results to decision makers in a complete and transparent manner.

5.2.3 Multiple Exposures and Cumulative Effects

Multi-stressor or cumulative risk assessment (CRA) is an approach that the EPA considers for characterizing how risks may disproportionately affect one group relative to another and is an area of much scientific interest. The EPA defines CRA as the evaluation of the combined risks from aggregate exposure to multiple agents or stressors (both chemical and non-chemical) (U.S. EPA, 2003b). The NRC (2009) defines CRA as “evaluating an array of stressors (chemical and non-chemical) to characterize – quantitatively to the extent possible – human health and ecologic effects, taking into account factors such as vulnerability and [background exposures](#).” Because of data and methodology limitations, current applications of CRA focus largely on chemical mixtures and/or single chemicals from multiple sources. However, the framework described in the EPA’s *Framework for Cumulative Risk Assessment* (U.S. EPA, 2003b) is broadly applicable in evaluating the range of both chemical and non-chemical stressors relevant to potential EJ concerns. Text Box 5.1 summarizes the EPA’s guidance to date on CRA.²⁷

An effects-based approach may be useful to analysts in examining the potential impacts of exposures relevant to potential EJ concerns. This approach may involve the use of epidemiological data to focus first on health outcomes of concern (i.e., those types of diseases or conditions with a higher prevalence within or across populations). Epidemiology studies may not isolate the individual effects of different stressors that may affect a population at the same time (co-occurring). However, when available, these studies may help an analyst to characterize the cumulative impacts of multiple stressors (Levy, 2008). Epidemiological studies may also employ stratification to identify effect modification, which can provide insight on the risk of an adverse outcome from co-exposure to another chemical or due to an additional physical, environmental, social, or biological stressor that may be necessary to consider when evaluating potential EJ concerns.

²⁷ While this broader definition of *cumulative risk* considers multiple agents or stressors (both chemical and non-chemical), it is important to acknowledge that the Food Quality Protection Act also requires the EPA to evaluate aggregate risks of one chemical from multiple sources and/or cumulative exposures to multiple chemicals with similar mechanisms of toxicity (U.S. EPA, 2002a).

Text Box 5.1: Guidance on Cumulative Risk Assessment

Guidance on Cumulative Risk Assessment, Part 1: Planning and Scoping (U.S. EPA, 1997a)
<http://www.epa.gov/risk/guidance-cumulative-risk-assessment-part-1-planning-and-scoping>

General Principles for Performing Aggregate Exposure and Risk Assessment (U.S. EPA, 2001)
<http://www.epa.gov/sites/production/files/2015-07/documents/aggregate.pdf>

Guidance on Cumulative Risk Assessment of Pesticide Chemicals that have a Common Mechanism of Toxicity (U.S. EPA, 2002a)
http://www.epa.gov/sites/production/files/2015-07/documents/guidance_on_common_mechanism.pdf

Framework for Cumulative Risk Assessment (U.S. EPA, 2003b)
<http://www.epa.gov/risk/framework-cumulative-risk-assessment>

Concepts, Methods, and Data Sources for Cumulative Health Risk Assessment of Multiple Chemicals, Exposures and Effects: A Resource Document (U.S. EPA, 2007b)
<http://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=190187>

5.2.4 Potential Challenges of Applying HHRA in an EJ Context

The EPA's Science Advisory Board (SAB) has consistently said that it is appropriate for the EPA to use the risk assessment model as the primary means to quantify adverse health impact from chemicals in the environment (e.g., SAB, 2002, 2006, 2010, 2011). This recommendation was echoed by the panel that reviewed this *EJ Technical Guidance* (SAB, 2015). HHRA may be required by common practice or statute.²⁸ It should also be noted that some of the EPA's enabling statutes require that data used in assessments underlying a regulatory action be peer-reviewed and publicly available.

Use of an HHRA in evaluating potential EJ concerns raises some important considerations, which are described below.

5.2.4.1 HHRA can be difficult to understand

HHRA, particularly quantitative hazard and exposure assessment, is a highly technical discipline. Some authors (e.g., Corburn, 2002) have noted that community stakeholders, even when offered the opportunity to participate in risk management decisions, are at a disadvantage in the policy discourse: "To prepare, no less critique, these assessments takes a sophisticated understanding of complex issues of animal and human toxicology, physiology, epidemiology, mathematical models, exposure measurements, and statistical probabilities" (Corburn, 2002). Some authors feel that the complexity of HHRA can lead to a lack of transparency and accountability (SAB, 2015). Moreover, the HHRA is framed in terms of the risk of some adverse outcome. EJ advocates or analysts may often be more interested in broader concepts of health, beyond the absence of a particular adverse effect (Austin and Schill, 1994).

²⁸ See U.S. EPA (2011b), NRC (2009), and Institute of Medicine (2013) for a description of some statutory requirements and influences on differences among risk assessment practices in support of regulatory action).

5.2.4.2 Technical limitations and data gaps can affect HHRA

Established methods are not available for modeling the effects of many non-chemical stressors that are important to an analysis of potential EJ concerns. Such stressors (e.g., nutritional deficits, stress) may interact with chemical stressors to exacerbate or mitigate health outcomes; the ability to model such interactions is still in the nascent stages of development.

Similarly, HHRA may be limited by a lack of data relevant to potential EJ concerns. For example, data on the quantitative role played by non-chemical stressors may be limited. In addition, the results of studies of certain populations may not be generalizable to some populations with potential EJ concerns, such as when the research is conducted on healthy, white, male adults (Corburn, 2002; Payne-Sturges, 2011).²⁹ The limited utility of national data for informing health disparities and the limitations of extrapolating community-level data from national surveys have also been noted (Nweke et al., 2011). The NRC (2009) recognizes that “[d]ecisions regarding risks and risk changes expected under various risk-management options are informed by the availability of risk assessments.” In the same report, the NRC (2009) notes that “[t]he goal of achieving accurate, highly quantitative estimates of risk, however, is hampered by limitations in scientific understanding and the availability of relevant data, which can be overcome only by the advance of relevant research.” Section 7 of this document provides a discussion of EPA research priorities for improving the analysis of potential EJ concerns.

5.2.4.3 It can be difficult to incorporate cumulative impacts of multiple, dissimilar stressors into HHRA

Many communities with potential EJ concerns are likely to be exposed to multiple stressors through multiple pathways. HHRA has most often been conducted on a chemical-by-chemical basis using single exposure-to-effect pathways. Assessments have also evaluated the risk associated with exposure to multiple chemicals that act by similar mechanisms. The feasibility of broadening the scope of HHRA is limited by lack of data (e.g., information on background exposure or health status) and a dearth of sufficiently complex, validated models. In addition, incorporating non-chemical stressors is often hampered by lack of data. While the SAB (2015) continues to recommend use of HHRA, it encourages the EPA to develop further guidance for quantitative and/or qualitative evaluation of cumulative impacts. See Text Box: 5.1 for information on EPA’s guidance documents on cumulative risk assessment.

5.2.4.4 HHRA typically lacks effective public involvement

HHRA has been criticized by some for often having limited consideration of public perceptions of risk (Corburn, 2002). HHRA methods typically do not consider public attitudes toward risk. HHRA does not encompass (or at least does not quantify) factors such as fairness, distribution of risk, voluntariness, responsibility, control, trust, reversibility, and identifiable victims (Corburn, 2002), though these may be identified in the course of risk management discussions. Payne-Sturges (2011) notes that “when affected citizens actively participate in the process to better understand science and inform policy responses, better decisions emerge as a result.”

²⁹ In the absence of scientific data to fully characterize the range of responses to chemical exposures, the EPA employs default assumptions, such as uncertainty factors used in non-cancer risk assessments, to account for human variability. As noted by the SAB (2015), however, “...the use of uncertainty factors in developing dose-response assessments for an individual level chemical might address the general population as a whole, but does not specifically address differential or disproportionate vulnerability of an environmental justice community.”

5.2.5 Health Impact Assessment

Health impact assessment (HIA) is a tool that provides a way of examining the relationship between social factors and health. HIA promotes a broad definition of health, using both qualitative data and quantitative information, typically considering a broader spectrum of health determinants than are included in a traditional HHRA. HIA has been described as “a systematic process that uses an array of data sources and analytic methods, and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects” (NRC, 2011).

The definition of health used by HIA reaches beyond the absence of disease or infirmity to consider complete physical, social, and mental health. HIA provides recommendations to address disproportionate health effects, mitigate potential adverse health effects, and bolster potential beneficial health effects of the proposed decision. Health determinants such as the quality of housing, access to services, and social cohesion, as well as exposure to contaminants, may be examined in an HIA to identify the disproportionate human health and/or environmental effects of a proposed decision and its alternatives on minority populations, low-income populations, and indigenous peoples, as well as vulnerable populations such as children and the elderly (NRC, 2011).

The HIA process typically emphasizes meaningful public engagement that focuses on empowering vulnerable and affected populations to participate in decisions that have the potential to affect their lives.³⁰ Effective input from the public can do the following:

- Provide local knowledge of health and existing conditions; _
- Identify areas of concern and issues of interest that might not be readily apparent to those outside the community;
- Offer contextual/cultural perceptions and experiences; and
- Assist in identifying and refining the HIA scope and recommendations.

The EPA has developed several case studies to explore ways in which HIA can be used to engage the public and to incorporate potential EJ concerns and public health considerations into local environmental decision-making processes. One EPA-led HIA focused on environmental conditions in an elementary school and community center in a low-income, immigrant community in Springfield, Massachusetts and analyzed how proposed renovations could influence health and wellness of facility users, especially among vulnerable populations. Another EPA-led HIA assessed how a proposed green street project in the Proctor Creek community in Atlanta, Georgia, could potentially affect public health. Both of these HIAs included extensive public participation throughout the process; utilized best-available qualitative and quantitative data; examined health determinants in the environmental, social, and economic sectors to evaluate cumulative human health effects; and analyzed and provided recommendations to address any disproportionate health impacts on vulnerable groups. Two additional EPA-led HIA case studies include an examination of the potential health impacts of proposed code changes for onsite sewage disposal systems in Suffolk County, New York, and an evaluation of a separate effort in Atlanta’s Proctor Creek focused on the expansion of green infrastructure in the watershed. More detailed descriptions of the case studies can be found at the EPA’s Health Impact Assessments website, which can be accessed at <http://www2.epa.gov/healthresearch/health-impact-assessments>.

³⁰ Equity is one of the core values of HIA, the others being democracy, sustainability, ethical use of evidence, and comprehensiveness of approach. The role of HIA in promoting equity, however, goes well beyond examining existing health inequities and considering the distribution of potential health impacts across affected populations (i.e., identifying disproportionate impacts of a decision).

The EPA has not attempted to apply HIA in support of national regulatory actions, which generally use HHRA, but HIA could potentially serve as a complement to HHRA in the national context in certain circumstances (e.g., hot spots) for evaluation of the cumulative impacts and potential EJ concerns.

5.3 Considering Potential EJ Concerns when Planning a Human Health Risk Assessment

To implement E.O. 12898 and the EPA's EJ policies, it is important that HHRA's conducted in support of regulatory actions explicitly consider health risks that may disproportionately accrue within minority populations, low-income populations, or indigenous peoples, as these demographic attributes may reflect underlying vulnerability and susceptibility to environmental stressors. Also, the burden of health problems and potentially disproportionate environmental exposures associated with race/ethnicity and income may overlap with other susceptibility factors such as life stage, genetic predisposition, or pre-existing health conditions (see Section 4 for further discussion). For example, the burden of environmental exposures and resulting health problems is often borne disproportionately by children from low-income communities and minority communities (Israel et al., 2005).

The planning and scoping and problem formulation phases are key elements of the *HHRA Framework* (see Figure 5.1 above). In the planning and scoping phase, analysts define the process for conducting the risk assessment and establish its analytic scope. The problem formulation step focuses on the specific hypotheses and technical approach of the HHRA; important outcomes of this step are a conceptual model and an analysis plan for the assessment (U.S. EPA, 2014c). As discussed below, the consideration of EJ in each part of the risk assessment planning process is important to ensuring an effective assessment.

5.3.1 Planning and Scoping

Consistent with EPA guidance (U.S. EPA, 2014c), the key aspects of planning and scoping of an HHRA are the following:

- Context, Purpose, and Scope of the Risk Assessment (Section 5.3.1.1);
- Overarching Considerations (Section 5.3.1.2);
- Responsibilities, Resources, and Timeline (Section 5.3.1.3);
- Planning Scientific Peer Review or Other Review Steps (Section 5.3.1.4); and
- Public, Stakeholder and Community Involvement (Section 5.3.1.5).

Each step of planning and scoping for an HHRA is discussed briefly here with an emphasis on where potential EJ concerns may enter the discussion. Risk assessors and other analysts should consult EPA guidance documents on risk assessment for more information (see Appendix A; U.S. EPA, 2014c; U.S. EPA, 1997a).

5.3.1.1 Context, Purpose, and Scope of the Risk Assessment

Context. EPA risk assessments occur in specific policy contexts that inform the scope, purpose, and risk management objectives. Many EPA risk assessments are done to inform specific decisions that guide the development of regulatory actions. In other cases, such as a response to a newly identified environmental concern, careful consideration of the purpose and associated objectives, including decisions being informed, is essential to the development of a risk assessment that provides the information needed. Planning for the risk assessment should clearly identify the decision that will be supported by the analysis and specify the boundaries for the assessment, detailing what will not be addressed in the risk assessment.

To frame the context for an analysis, an analyst should identify any complementary requirements between the triggering statutory authority and E.O. 12898 that focus on identifying and addressing potentially disproportionate risks. In addition to the specific policy context, other contexts may help frame an evaluation of potential EJ concerns within an HHRA. For example, background exposure to chemicals from multiple sources, or an enhanced background risk for a relevant adverse health outcome due to other factors, are important contexts for assessing disproportionate risk. Communities with potential EJ concerns also may experience disproportionate risks due to higher susceptibility (e.g., due to life stage or pre-existing health conditions) or other factors influencing exposures (e.g., behavioral patterns or proximity to sources of exposure).³¹

Purpose. The planning and scoping phase includes explicit consideration of the nature of the question (or hypothesis) that the assessment seeks to address, with the goal of developing or clarifying the broad dimensions and elements of the assessment. Specifically, this step defines the assessment and management objectives and purpose. In complex situations, clear articulation of the overall purpose or end use of an assessment may involve extensive interaction among the assessment team and the range of stakeholders to establish a common understanding. In addition, in this step analysts may develop a high-level review of data needs and limitations to ensure that the results will adequately inform decision makers (NRC, 2009).

The particular purpose for which an assessment will be used and its scale (e.g., regional or national) often will have significant implications for the scope, level of detail, and approach of an assessment. Key considerations at this stage include:

- What decision is to be informed by the risk assessment, when is the decision anticipated, and what are the risk management options?
- What legal or statutory requirements affect risk management options and the level or type of analysis? (U.S. EPA, 2014c)

To ensure that an HHRA generates useful information, risk managers and analysts should develop concise statements of risk management and analytical objectives that incorporate potential EJ concerns. As risk managers and analysts develop these objectives, it is important to frame them so they generate responses to the main EJ analytic questions from Section 3.1 (See Text Box 5.2 for an example). Related analytical objectives for evaluating potential EJ concerns within an HHRA should identify anticipated outputs of the assessment. Analytical objectives should concisely identify the evidence to be collected; the direction and structure of the planned evaluation for potential EJ concerns; the analytical methods to be employed (e.g., between socioeconomic group comparisons); the type of data required; and the scope of the analysis (e.g., national versus local scale).

³¹ As an example, primary NAAQS are required to protect public health, including the health of sensitive (or at-risk) groups, with an adequate margin of safety. Where low-income or minority groups are among the at-risk populations (e.g., particulate matter in 2013 review), the Administrator's decision will be based on providing protection for these and other at-risk populations and life stages. In other cases, the NAAQS will be established to provide protection to the at-risk populations and would also be expected to provide protection to other populations (including low-income and minority populations not included within the at-risk groups). Where low-income and minority populations are identified as at-risk and where the data are available, they may be a focus of an accompanying HHRA.

Text Box 5.2: Incorporating Potential EJ Concerns for the Definition of Solid Waste Rule; Examples of Risk Management and Analytic Objectives

Regulatory Context: The Resource Conservation and Recovery Act (RCRA) gives the EPA authority to regulate hazardous wastes. Hazardous wastes may (1) cause, or significantly increase, mortality or serious irreversible or incapacitating reversible illness, or (2) pose a substantial present or potential hazard to human health or the environment when improperly managed. Hazardous wastes are a subset of solid wastes; materials that are not solid wastes are not subject to regulation as hazardous wastes. Thus, the definition of “solid waste” plays a key role in defining the scope of the EPA’s authority under RCRA.

The EPA has historically interpreted “solid waste” to include certain materials that are destined for recycling (U.S. EPA, 1980). Under the 2008 RCRA Hazardous Waste Definition of Solid Waste (DSW) rule, the EPA sought to clarify how the definition of solid waste applies to hazardous secondary material recycling in a way that both encourages recycling and is protective of human health and the environment (U.S. EPA, 2008a). Based on concerns raised by environmental and community groups about the 2008 DSW rule, the EPA conducted a reassessment, resulting in significant revisions that were finalized in the 2015 DSW final rule (U.S. EPA, 2011g, 2015b).

Risk Management Objective for Potential EJ Concerns: Review the 2008 DSW rule to evaluate the potential for increased risk to human health and the environment from discarded hazardous secondary materials intended for recycling. Incorporate the results of that review into regulatory revisions to the 2008 DSW rule.

Translating Risk Management Objective to Questions: (1) What hazards could pose risks to human health and the environment from recycling of hazardous secondary materials, including accidental releases of hazardous secondary materials resulting in differential risks to minority populations, low-income populations, or indigenous peoples?, and (2) What is the likelihood of such hazards occurring under the requirements of the 2008 DSW rule compared to pre-2008 DSW hazardous waste regulations?

Analytical Objectives for Potential EJ Concerns: (1) Evaluate whether the populations potentially affected by the 2008 DSW rule have different socioeconomic characteristics (i.e., minority populations, low-income populations, or indigenous peoples) than the general population; (2) Evaluate whether other factors that affect the potential for differential risk to minority and/or low-income communities are present under the 2008 DSW rule.

Translating Analytical Objectives to Questions: (1) Do communities surrounding facilities potentially affected by the 2008 DSW rule have a higher percentage of minority populations, low-income populations, or indigenous peoples relative to the comparison population (i.e., national or state population)? (2) Are the communities potentially affected by the 2008 DSW rule also affected by other potential sources of pollution (e.g., industrial facilities, landfills, transportation-related air emissions, lead-based paint, leaking underground storage tanks, pesticides, incompatible land uses)? (3) Are there other factors that may contribute to higher susceptibility (e.g., life stages, nursing mothers) among minority and/or low-income populations? (4) Does the 2008 DSW rule reduce the ability for potentially impacted communities to participate in the decision-making process?

Scope. Scoping is an important step in the planning process for a risk assessment. It refers to establishing the boundaries of the assessment (e.g., what population groups, health effects, chemicals, and exposure pathways will be included in the assessment). Analysts should integrate applicable scoping questions into the planning stages of a risk assessment that supports a regulatory action. Stakeholder involvement may be particularly informative as part of the scoping exercise (U.S. EPA, 2014c).

At this step, most EPA assessment projects focus on identifying and considering information available in these areas:

- Sources of contaminants;
- Stressors, associated effects, susceptible populations, and life stages;
- Exposure routes and pathways;
- Stakeholder concerns; and
- Any spatial or temporal aspects of exposure.

Examples of questions that can aid in scoping for potential EJ concerns are (see also Text Box 5.3):

- **Which population groups, as defined by attributes such as geographic location, ethnicity or race, gender, or baseline health status, should be part of the assessment?** While an evaluation of potential EJ concerns focuses on minority populations, low-income populations, and indigenous peoples, in some instances diversity within these population groups due to the presence of effect-modifying factors (i.e., factors that alter an individual's reaction to exposure such as pre-existing disease conditions or life stage) may mean that some types of individuals are at greater risk for experiencing adverse effects. In identifying target population groups for the assessment of differential risks, an analyst should consider the extent to which effect-modifying factors may explain demographically-defined differences. If an analyst decides to assess population groups defined by effect-modifying factors, the rationale for this decision and the associated methods should be transparently documented.
- **What health endpoints are to be addressed by the assessment?** Defining health endpoints clearly in the planning phase of the HHRA focuses the risk assessment and increases the transparency of the process. When selecting health endpoints, an analyst should consider whether specific health endpoints may be significant in population groups of concern. In making this selection, it is important to evaluate whether health endpoints for a given exposure differ across population groups. This type of information is most often found in epidemiology and toxicology studies, such as those focused on the modifying effects of [social context](#) on environmental risk. It may not be possible to identify all health endpoints upfront. Some information found in toxicity assessments may only define the potential for an adverse health outcome for specific stressors.
- **What exposure routes and pathways are relevant, do specific exposure pathways potentially lead to specific effects, and what exposure scenarios should be modeled?** In establishing the scope of the evaluation for potential EJ concerns, an analyst should evaluate whether population groups of concern may have different exposure routes, pathways, or contact scenarios from the general population. Scoping for an exposure assessment should include timing of exposure, both historical and current. Unique exposure pathways based on life stages and other relevant categories may also be considered. Different pathways of exposure (e.g., inhalation, dermal, ingestion) may produce different effects with varying levels of severity.

Text Box 5.3: Example of Scoping Questions for Integrating EJ Considerations into Exposure and Dose-Response Assessments

For consideration of potential EJ concerns in exposure assessment, the following scoping questions may be useful:

- Based on the use and release patterns of the environmental stressor of concern, are there population groups that might be more highly exposed?
- Are exposure variabilities predominantly a spatial phenomenon (e.g., due to contaminant hot spots)? Is proximity to source a reasonable proxy for estimating exposure to stressors of concern?
- Can exposure variability be estimated using ambient contaminant concentrations, either measured or modeled? Are data available or can data be modeled at a reasonable spatial scale appropriate for available demographic data?
- Are bio-monitoring data available for the population groups of concern, including those with potentially elevated exposure?
- Do the physical and/or chemical properties of the stressor indicate a potential for long range transport (e.g., volatile, persistent), especially stressors that may also bioaccumulate?
- Are there population groups that may experience greater exposure to stressors because of their unique food consumption patterns, behaviors, or use of certain consumer products?

For explicit consideration of EJ in dose-response assessment based on available epidemiological data, risk assessors should consider scoping questions such as:

- What demographic and population groups are most relevant from a risk perspective for the stressor in question?
- Do population-specific dose-response functions exist for particular minority populations, low-income populations, or indigenous peoples?
- Are the spatial and temporal scales of the studies supplying the dose-response function comparable to the spatial and temporal scales of the assessment of potential EJ concerns, from both an exposure and an outcome perspective?

Depending on the nature of the assessment, it can be helpful to consult with representatives from affected population groups and other stakeholders when identifying exposure routes, pathways, and other information for constructing exposure scenarios for an HHRA.³² Community and stakeholder knowledge may provide information not known to an analyst or undocumented in the literature (e.g., unusual pathways or unique behavior patterns that may alter exposure to an environmental stressor and may affect estimates of intake or pathways to be examined from a pollution source to the exposed population). The EPA has developed extensive guidance on community and stakeholder involvement for this purpose (U.S. EPA, 2003c).

At the completion of the scoping step, analysts will have a set of boundaries for the HHRA that can be incorporated into problem formulation (see Section 5.3.2) to produce a detailed plan for the assessment.

³² The Paperwork Reduction Act requires that an Information Collection Request be submitted for collecting information (e.g., surveys) from more than nine people (44 U.S.C. 3501).

5.3.1.2 Overarching Considerations

The *HHRA Framework* discusses EJ, children's environmental health protection, and cumulative risk assessment as overarching considerations in planning and scoping (U.S. EPA, 2014c). Additional overarching considerations or themes may be identified in the future or in the context of a particular national regulatory process (e.g., single chemical assessment of lead or mercury).

5.3.1.3 Responsibilities, Resources, and Timeline

The HHRA planning phase includes allocation of responsibilities for members of the assessment team and clarifying how the assessment team will interact with decision makers and stakeholders. This phase also includes describing or establishing the available and required resources, including staffing, budget, and time needed for the assessment.

Consideration of potential EJ concerns is cross-disciplinary in nature due to its cultural, economic, and demographic elements. Early identification of skill sets needed for the assessment enables managers to identify the most appropriate analytical team at the outset of the planning process. Areas of expertise that may be pertinent to consideration of potential EJ concerns include social epidemiologists and experts on cumulative risk.

5.3.1.4 Opportunities for a Scientific Peer Review or Other Review Steps

The need for and timing of scientific peer review or other reviews are considerations in planning and scoping activities (U.S. EPA, 2014c).³³ Peer review is a documented process conducted to ensure that activities are technically supportable, competently performed, properly documented, and consistent with established quality criteria (U.S. EPA, 2014c). When an HHRA that incorporates potential EJ concerns is subject to scientific peer review, the key expertise needed may include community representatives with technical expertise and public health scientists with community and EJ experience. Peer review usually involves a one-time or limited number of interactions by the independent peer reviewers with the authors of the work product. An assessment also may benefit from other types of input (such as peer involvement and public comment) that differ from peer review. Planning and scoping for the assessment includes discussion of whether and what types of reviews will be included in light of the context and constraints for the assessment, including schedule and resources (U.S. EPA, 2014c).

5.3.1.5 Public, Stakeholder and Community Involvement

Stakeholder involvement is integral to both the HHRA process and the broader consideration of potential EJ concerns. As previously mentioned, engaging stakeholders in the HHRA process may help analysts identify stressor sources, highlight adverse health effects, and address risk perception issues. To foster meaningful participation of members of communities that are the focus of the HHRA process, it may be important to recognize and address conditions that could reduce or hinder a community's ability to participate in the regulatory action development process. These could include time and resource constraints, lack of trust, lack of information, language barriers, and difficulty in accessing and understanding complex scientific, technical, and legal resources. See Section 2.3 and the *EJ Process Guidance* (U.S. EPA, 2015a) for more details on meaningful involvement. Also see chapter 3 of the *HHRA Framework* (U.S. EPA, 2014c) for a discussion of how to involve the public, stakeholders, and the broader community in the risk assessment process.

A key element of successful public involvement is effective risk communication. The EPA's *Seven Cardinal Rules of Risk Communication* begins with a basic tenet that people and communities have a right to participate in decisions that affect their lives. This document notes the goal of risk communication is to produce an informed public that is involved, interested, reasonable, thoughtful, solution-oriented, and

³³ Guidelines for the peer review process are available in the EPA's *Peer Review Handbook*: <http://www.epa.gov/osa/peer-review-handbook-4th-edition-2015>.

collaborative (U.S. EPA, 1988). Effective risk communication can assist in and is essential to identifying and addressing potential EJ concerns and can ensure that relevant information is accessible to affected communities and population groups of concern who may not be familiar with the data and analyses used by the EPA to evaluate public health risks.

The Presidential/Congressional Commission on Risk Assessment and Risk Management suggests using the following questions to identify potential stakeholders:³⁴

- Who might be affected by the risk management decision?
- Who has information and expertise that might be helpful?
- Who has been involved in similar risk situations before?
- Who has expressed interest in being involved in similar decisions before?
- Who might reasonably or unreasonably feel they should be included?

Analysts and risk managers can consult the *Framework Implementing EPA's Public Involvement Policy* (U.S. EPA, 2003c) for general guidance for scoping a public involvement process.³⁵ When EPA actions or decisions may affect tribes, the EPA has instituted a tribal consultation policy that provides clear guidance for when, how, and on what issues consultations with tribal governments should occur (U.S. EPA, 2011h). To ensure that stakeholders participate meaningfully in the HHRA, the approach for soliciting information should be specific, involve interactive dialogue that is designed to elicit specific responses, and include accommodations for population groups with limited English proficiency. Elements of such a dialogue could include specific questions about the types of data or models that are needed for analysis of potential EJ concerns.

5.3.2 Problem Formulation

Problem formulation is the part of the assessment that articulates the purpose for the assessment, defines the problem, and establishes a plan for analyzing and characterizing risk (U.S. EPA, 1998b). Problem formulation draws from the regulatory, decision-making, and policy contexts to inform the technical approach of the HHRA and to systemically identify the major factors to be considered in the risk assessment. An effective problem formulation also defines clearly the dimensions of the risk assessment, including the basis of – or necessity for – the risk assessment (U.S. EPA, 2014c).

In considering EJ, problem formulation focuses on identifying whether minority populations, low-income populations, or indigenous peoples may experience differential risks relative to the general population or other appropriate comparison group (see Section 6.5.2). Specifically, this involves: 1) clarifying the source and characteristics of the stressors that are relevant to potential disproportionate risks, 2) identifying factors that may influence exposures that contribute to those risks, and 3) characterizing susceptibilities or vulnerabilities of the populations with potential EJ concerns that may exacerbate differences in exposure or risk. Key products of problem formulation are the assessment endpoints, a conceptual model, and an analysis plan. Since planning and scoping is an interactive, nonlinear process, substantial re-evaluation is an anticipated step in the development of all problem formulation products.

³⁴ See the EPA's Presidential Commission on Risk Assessment and Risk Management website: <http://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=55006&CFID=55036505&CFTOKEN=43224210>.

³⁵ Broad information related to communicating during the risk assessment process can be found at <http://www.epa.gov/risk/risk-communication>. The EPA's efforts to engage communities in regulatory actions is summarized at <http://www.epa.gov/open/expanding-public-awareness-and-involvement-development-rules-and-regulations>. The EPA also provides specific recommendations regarding outreach to tribes on its Environmental Protection in Indian Country: Consultation and Coordination with Tribes website: <http://www.epa.gov/tribal/forms/consultation-and-coordination-tribes>.

The sections below describe the two important outcomes of problem formulation – the conceptual model and the analysis plan – in the context of considering potential EJ concerns.

5.3.2.1 Conceptual Model

For considering potential EJ concerns, the conceptual model addresses the following:

- How and to what degree identified risk factors contribute to differences in exposure and/or risk;
- The strength and direction of relationships between these factors and exposure and/or risk;
- Identification of data needs by characterizing relationships as low, medium, and high uncertainty; and
- Scope of the assessment as to potential EJ concerns given current scientific understanding.

A conceptual model includes both a written description and a visual representation of the stressor(s), the exposed population(s), actual or predicted relationships between population groups of concern and the regulated stressor to which they may be exposed, and the endpoint(s) that will be addressed in the risk assessment as well as the relationships among them (U.S. EPA, 2014c). The specific challenges of integrating consideration of potential EJ concerns into the risk assessment can be addressed in the conceptual model, and the analysis may use Figure 5.1 as a guide in describing potential sources of drivers of potential EJ concern. U.S. EPA (2014c) provides descriptions of, resources on, and examples of conceptual models.

Below in Text Box 5.4, examples of EJ-related questions are presented that may be raised during problem formulation in the context of proximity to sources of pollution. For additional sample problem formulation questions, see U.S. EPA (2002b).

5.3.2.2 Characterizing the Stressor and its Sources

The properties of the stressor, its sources, and their relationships to differential risks are important inputs to the HHRA. In considering information on the characteristics of stressors and sources, analysts can incorporate information specific to consideration of potential EJ concerns (e.g., the likelihood that the source of the stressor is located in areas where minority populations, low-income populations, or indigenous peoples live relative to areas where other population groups live). Where relevant and appropriate, analysts can also identify the distribution of any additional sources of the stressor that are not the focus of the regulatory action, because these sources may contribute to differential risks. For example, a stressor may be present in environmental media due to background concentrations (e.g., resulting from historical or past industrial activity, or naturally occurring) in areas with minority populations, low-income populations, or indigenous peoples.

5.3.2.3 Identifying Differences in Exposures that May Lead to Differential Risks

Differential exposures can be an important indicator of differential risks. Differences in exposures across population groups may arise from many causes, including those described earlier, such as proximity to pollution sources, employment in certain occupations, or exposures to multiple sources of a specific stressor (Brender et al., 2011; Burger and Gochfeld, 2011). For example, if other sources tend to be co-located with the source in question, it may contribute to important differences in patterns of exposure to the stressor. Even in situations where a regulated source of the stressor is not located in geographic areas primarily consisting of minority populations, low-income populations, or indigenous peoples, other sources of the stressor may contribute to differential exposures and, ultimately, to differential risks.

Text Box 5.4: Examples of EJ-Related Questions to Consider During Problem Formulation

Characteristics Related to Proximity to a Stressor or Source

- What are the sources of the stressor?
- Is the source located in geographic areas with greater minority populations, low-income populations, or indigenous peoples?
- Are other sources of the stressor more prevalent in geographic areas with greater minority populations, low-income populations, or indigenous peoples?
- Are there historical releases or uses of the stressor in such areas?
- Is the concentration of the stressor in the relevant ambient media higher in geographic areas with greater minority populations, low-income populations, or indigenous peoples?
- Does each stressor have multiple sources that should be evaluated?

Differential Exposures to a Stressor

- Do minority populations, low-income populations, or indigenous peoples have higher body burdens of the contaminant?
- Are these population groups more likely to experience current or historically higher exposures to the stressor from sources other than the one under consideration?
- Are there particular life stages within these population groups that may be more at risk to higher exposure to the stressor?
- Are there products/consumer goods that contain the stressor?
- Are these products/consumer goods used at noticeably higher rates among minority populations, low-income populations, or indigenous peoples?
- Are there cultural practices that are unique to these population groups versus the general population?
- What is the frequency of occurrence of the cultural practice and its duration?
- What is the frequency of occurrence of an atypical activity and its duration?
- Is proximity to the emitting source an important factor in the assessment?
- What geographic scale is important to highlight different exposures between demographic groups for the pollutant in question (e.g., U.S. Census tract, block, block group, neighborhood, tax parcel, ZIP Code, or county)?

Population Characteristics

- What are the rates of the adverse health outcome of concern among minority populations, low-income populations, or indigenous peoples?
- Are the rates of the adverse health outcome of concern higher among these population groups?
- What factors or conditions are known to modify the effect of the regulated contaminant?
- How are these modifying factors or conditions distributed across demographic groups?
- Do minority populations, low-income populations, or indigenous peoples have a higher prevalence of modifying effects or conditions?
- Are there more members of these population groups employed in specific professions known to have higher risks of the adverse health outcome?

Patterns of exposure can be location-specific or population group-specific, depending on the scale of the assessment and the types of data available. Analysts considering the potential for differences in exposure can investigate issues such as relevant cultural practices, consumer products use, group differences in body burdens of the contaminant, and co-exposures to multiple stressors that may affect the body's ability to detoxify a particular contaminant (e.g., factors that may influence metabolism). Social patterns related to exposure could also be evaluated across other characteristics of population groups of concern, such as life stage or gender, or within multiple social strata (e.g., low-income minority) to yield unique and important perspectives on population groups most at risk. For example, exposure patterns for blood lead show that non-Hispanic black children between the ages of one and six who live below the Census-defined poverty level have the highest median blood lead concentration in the United States (U.S. EPA, 2013a).

There are many sources of exposure data. Some exposures can be evaluated using bio-monitoring data on chemical hazards, for example the National Health and Nutrition Examination Survey (NHANES). NHANES is designed to collect data on the health and nutritional status of the U.S. population. The NHANES is designed to be a representative sample of the civilian, non-institutionalized population in the United States, based on age, gender, and race/ethnicity (Centers for Disease Control and Prevention (CDC), 2009). Due to its sample design, NHANES cannot be used to provide exposure data for small geographic units or co-located individuals (U.S. EPA, 2003d). Nevertheless, it is an important information resource for identifying differences in exposure.³⁶ For more detailed information on using bio-monitoring data to evaluate exposure differences, see the exposure assessment examples in Appendix B.

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“Populations who face environmental inequities may be identified in national exposure databases but may not be located in discrete spatial communities. Such databases might identify [population groups] who face a disproportionate adverse health outcome, but unless they live in a community that is spatially identified, it is difficult to address common exposures using conventional risk assessment approaches ... Broad-scale surveys, site-specific surveys, and national databases are beneficial, and can be used to identify environmental inequities among [groups] that are not spatially related” (Burger and Gochfeld, 2011).

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For some stressors that are dispersed locally in ambient media (e.g., air toxics), proximity to the source is sometimes used as a surrogate in considering the potential for differences in exposure.³⁷ Section 6.4.3 discusses use of [proximity methods](#) for evaluating potential EJ concerns.

In some cases, a screening analysis using measured or estimated concentrations of a stressor in ambient media that are correlated with race/ethnicity or income can identify differential exposures. For example, analysts may have information from ambient air quality monitors or estimated ambient air concentration data averaged over a period of time. However, monitoring data may not always be adequate to

³⁶ Some limitations of data available through NHANES can be addressed by location-specific surveys such as the New York City Health and Nutrition Examination Survey (NYCHANES) and other site- and population specific surveys that may be conducted for reasons other than EJ considerations. Some limitations to the availability of primary site- and population-specific surveys are cost and the amount of time required for to conduct these surveys.

³⁷ Methods for estimating exposure using the concept of proximity are well developed and are extensively reviewed in Chakraborty et al. (2011). There are multiple other factors that influence exposures differences for air toxics, including local meteorology and chemical characteristics of the chemical of interest (U.S. EPA, 2004 Chapters 8 and 11).

evaluate differences in exposure for small geographic units (e.g., census tracts). See Appendix B for an example of estimating exposure using ambient concentration data.

States, tribes, and local governments may have relevant monitoring data. Case studies or other qualitative approaches may also offer some insight into potential impacts when data are not available for all areas affected by the regulatory action.

In the problem formulation step, it is important to articulate clearly how population groups of concern may be exposed to a stressor. Atypical or unique exposure pathways are often important in assessing potential EJ concerns.³⁸ New pathways can be identified during or after planning as new data become available. For example, biomonitoring data acquired during scoping and problem formulation may suggest the presence of unexpected differences, resulting in a focused inquiry.

Alternatively, analysts may seek new information about certain exposure pathways to ensure a comprehensive evaluation of the range of exposures in the population groups of concern. Conceptual frameworks of the type discussed in Section 4 may be useful for identifying and collecting data on these exposure pathways. Examples of questions that are helpful for extracting information about unique exposure pathways also are presented above in Text Box 5.4.³⁹

5.3.2.4 Population Characteristics

Population characteristics refer to those attributes shared by individuals within a population group that influence the likelihood of exposure to the stressor and the risk of an adverse health outcome from this exposure. These characteristics range from those with direct effects, such as pre-existing disease conditions, chronic disease, age, medication status, and immune status, to those with more indirect influences, such as a lack of access to resources (e.g., health care), negative social conditions, age of housing as a function of race/ethnicity and income, a specific type of occupation, income status, access to transportation, and poor educational status.

Understanding population characteristics is an important step toward identifying factors that may affect an individual's resilience (i.e., the ability to withstand or recover from exposure to a stressor). Such information also highlights how these characteristics are distributed in the population groups of interest from an EJ perspective. Appendix B provides examples of integrating these characteristics into a dose-response assessment.

Information on population characteristics that may modify exposure or toxicity can be identified in the literature, including epidemiological and toxicological studies of effect-modifying factors. For example, if the evidence supports the conclusion that population groups with lower educational status have higher risk, this information could be used in the assessment to characterize the potential for differential risks among population groups of interest. Sample questions to guide collection of information on population characteristics are presented above in Text Box 5.4.

³⁸ Examples of such exposure pathways include exposure to heavy metals from the use of non-traditional medicines (Ernst and Thompson Coon, 2001; Ernst, 2002a, b), exposure to mercury from high consumption rates of fish (Anderson and Rice, 1993; Peterson et al., 1994), exposure to pesticides tracked into homes by family members from their places of work (Simcox et al., 1995), and exposure to inorganic mercury from the use of contaminated cosmetic products for body maintenance purposes (McKelvey et al., 2011).

³⁹ The *Exposure Factors Handbook* also has exposure factors data stratified by race/ethnicity (U.S. EPA, 2011e).

5.3.2.5 Analysis Plan

The analysis plan is the final stage of problem formulation. It describes intentions for the assessment developed during the planning and scoping process, and it provides details on technical aspects of the risk assessment. The analysis plan may include these components: (a) the assessment design and rationale for selecting specific pathways to include in the risk assessment; (b) a description of the data, information, methods, and models to be used in the analyses (including uncertainty analyses), as well as intended outputs (e.g., risk metrics); (c) quality assurance and quality control measures; and (d) the associated data gaps and limitations. In some cases the analysis plan will specify a phased or tiered risk assessment approach to facilitate management needs; it may describe scientific review (such as external peer review); and it may specify public stakeholder and community involvement (U.S. EPA, 2014c).

5.3.2.6 Identify Data, Models, Tools and Other Technical Resources

As with any other assessment, a central challenge for an analyst in the HHRA planning process is identifying the data, tools, and models that are already available or that need to be generated to complete an EJ assessment. Data selection should be based on the context, risk management and analytic objectives, and scope of the analysis. (Appendix B provides sample questions to help identify data and model needs when planning for exposure assessment and dose-response assessment.)

Data Identification. As previously mentioned, a key planning element for identifying data relevant to EJ analyses is consultation with stakeholders, including communities that may have access to data useful for improving the characterization of exposure and risk. Other data that can be used to evaluate potential EJ concerns within an HHRA include exposure data, epidemiological data, toxicity (including susceptibility) data, and fate and transport data. Relevant data can be location-specific or population group-specific, or, ideally, both. Relevant data may also include ambient concentration data (e.g., from air monitoring stations and water quality measures), or public health data such as disease incidence.

Exposure data may include intake data such as consumption or contact rates, routes of exposure, behavior data for estimating contact rates, concurrent exposures to other stressors that are of toxicological relevance, biomonitoring data, or emissions data. Extensive discussion about use of exposure data in the EJ context is available in the peer-reviewed literature. Burger and Gochfeld (2011), for example, discuss the types of unique exposure pathways that may occur in population groups of concern, and suggest that the first step in improving risk methodology is to recognize and account for unique exposure sources (e.g., tattoos and sweat baths, culturally significant toys, mercury used in religious practices) and the corresponding exposure pathways. If a chemical bioaccumulates, for example in fish, it would pose greater risks to populations who eat more local fish for subsistence or cultural reasons (see Fitzgerald et al. (2005) for another example).

Health risk data could include incidence data specific to populations with potential EJ concerns, historical population-specific disease or illness rates, and toxicological data, such as that found in the EPA's Integrated Risk Information System database.

Model and Tool Identification. Risk assessment employs a range of models and tools to estimate ambient concentrations of stressors, exposure, amounts of stressors likely to reach the target organ (e.g., effective dose), risks for a specific health endpoint, locational vulnerability to health impacts, and other key factors.

A challenge for incorporating potential EJ concerns into an HHRA can be ensuring that input parameters for models are representative of population groups of concern. Traditional defaults used for inputs in HHRAs may not adequately reflect the demographic characteristics of these population groups. Within the research community and among state and local agencies, several new tools and models reflect recent methodological advances for addressing potential EJ concerns. The EPA also has developed improved models and tools with a specific focus on EJ, such as Environmental Benefits Mapping and Analysis Program (BenMAP). BenMAP is designed to provide the type of input that is particularly useful in a regulatory

analysis and can be adjusted to highlight particular population groups. More recently, the Agency released EJSCREEN, a census tract-level mapping tool that organizes demographic and environmental data that could prove useful to HHRA planning for evaluating potential EJ concerns.⁴⁰ Text Box 5.5 identifies several recent tools that can be used to support EJ planning within an HHRA.

Identifying Data Quality and Data Gaps. Assessing potential EJ concerns may be aided by rapidly developing data and tools; thus, it is important that the HHRA planning process include a clear discussion of data available to characterize key uncertainties, data quality, and lack of data that may affect methodology development and/or results.

In some cases, lack of data may prompt a decision to limit the scope of an analysis of potential EJ concerns within an HHRA. It is recommended that such decisions be clearly documented. Documentation is particularly important in an EJ context because stakeholders often provide comments about how to proceed when there is a lack of data. In some instances, clear documentation of lack of data may lead to changes in the design of the regulatory action to facilitate better monitoring in EJ communities.⁴¹

To promote further the quality of data used in planning risk assessments, risk analysts should review the EPA's Information Quality Guidelines (IQG) and Data Quality Objectives (DQO) (U.S. EPA, 2012a). IQGs and DQOs help increase the integrity, objectivity, and quality of data when analyzing potential EJ concerns.⁴²

⁴⁰ EJSCREEN is available at: www.epa.gov/ejscreen.

⁴¹ For example, comments from stakeholders during the NO_x NAAQS rulemaking process resulted in siting additional monitors "in susceptible and vulnerable communities" (U.S. EPA, 2010d). Likewise, outreach to vulnerable communities living near refineries during the risk and technology review for petroleum refineries resulted in discussion, and ultimately incorporation, of fence line monitoring of benzene emissions, into the final rule in part in order to provide communities with access to data on what is being released into their neighborhoods (U.S. EPA, 2015c).

⁴² For more information on IQGs and DQOs, visit the EPA's Information Quality Guidelines website (<http://www.epa.gov/quality/epa-information-quality-guidelines>) and the EPA's *Guidance on Systematic Planning Using the Data Quality Objectives Process* report (http://www.epa.gov/sites/production/files/documents/guidance_systematic_planning_dqo_process.pdf).

Text Box 5.5: Examples of Models, Tools, and Technical Resources for Evaluating Potential EJ Concerns within a Human Health Risk Assessment

Data Resources

- Geospatial Platform <http://www.geoplatform.gov>
- U.S. Census American Fact Finder <http://factfinder2.census.gov/>
- EPA Report on the Environment <http://www.epa.gov/roe/>
- EnviroAtlas <http://enviroatlas.epa.gov>
- Eco-Health Relationship Browser
http://enviroatlas.epa.gov/enviroatlas/Tools/EcoHealth_RelationshipBrowser/introduction.html
- America's Children and the Environment Report, Third Edition <http://www.epa.gov/ace/>
- CDC Tracking Program-Funded State and Local Health and Environmental Tracking
<http://ephtracking.cdc.gov/showStateTracking.action>
- CDC Environmental Public Health Indicators <http://ephtracking.cdc.gov/showIndicatorsData.action>
- National Air Toxics Assessment (EPA Office of Air and Radiation (OAR)) <http://www.epa.gov/national-air-toxics-assessment>
- The EPA's Air Quality System <http://www.epa.gov/aqs>
- The EPA's Integrated Risk Information System Database <http://www.epa.gov/IRIS/>
- National Library of Medicine, Toxicology and Environmental Health Information Program
<https://www.nlm.nih.gov/pubs/factsheets/tehipfs.html>
- State or county public health and environmental databases
- County Health Ranking and Roadmaps <http://www.countyhealthrankings.org/>
- Superfund site information <http://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm>
- RCRAInfo <http://www.epa.gov/enviro/facts/rcrainfo/search.html>
- State databases for state-regulated facilities
- Water Data and Tools <http://www.epa.gov/waterdata>
- Advisories and Technical Resources for Fish and Shellfish Consumption <http://www.epa.gov/fish-tech>
- Find Information about Your Beach <http://www.epa.gov/beaches/find-information-about-your-beach>
- NOAA Harmful Algal Bloom Operational Forecast System <http://tidesandcurrents.noaa.gov/hab>
- Water Quality Portal <http://www.waterqualitydata.us/>

Guidance and References

- EPA Risk Assessment Portal <http://epa.gov/risk/>
- EPA Community Action for a Renewed Environment <http://www.epa.gov/care/>
- Air Toxics Risk Assessment Reference Library <http://www.epa.gov/fera/risk-assessment-and-modeling-air-toxics-risk-assessment-reference-library>
- Recent state legislation on a broad range of environmental issues <http://www.ncsl.org/issues-research/energyhome/energy-environment-legislation-tracking-database.aspx>
- Recent state legislation on environmental justice <http://gov.uchastings.edu/public-law/docs/ejreport-fourthedition1.pdf>
- California Environmental Protection Agency Cumulative Impacts Assessment Methodology <http://oehha.ca.gov/ej/cipa123110.html>
- CDC Health Disparities and Inequalities Report: <http://www.cdc.gov/minorityhealth/CHDIRreport.html>

Models and Tools

- Office of Pesticide Programs Models <http://www.epa.gov/pesticide-science-and-assessing-pesticide-risks/models-pesticide-risk-assessment>
- BenMAP (OAR) <http://www.epa.gov/benmap>
- Community-Focused Exposure and Risk Screening Tool (C-FERST) <http://www.epa.gov/healthresearch/community-focused-exposure-and-risk-screening-tool-c-ferst>
- EJSCREEN <http://www2.epa.gov/ejscreen>
- Community Cumulative Assessment Tool (under development by Office of Research and Development)
http://www.epa.gov/sites/production/files/2015-09/documents/shc_2015_ccat_poster.pdf
- Office of Research and Development Methods, Models, Tools, Databases <http://www.epa.gov/research/methods-models-tools-and-databases>

EXHIBIT E

EPA, Memorandum, Subject: Promoting the Use of Health Impact Assessment to Address Human Health in Reviews Conducted Pursuant to [NEPA] and Section 309 of the Clean Air Act (Nov. 10, 2015)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

NOV 10 2015

MEMORANDUM

SUBJECT: Promoting the Use of Health Impact Assessment to Address Human Health in Reviews Conducted Pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act

FROM: Susan E. *Bromm_51j)\"*
Director
Office Enforcement and Compliance Assurance (OECA)
Office of Federal Activities (FAJ) /
Michael S. Cltf, UfA, Ji\"l
Director of:na1/1
Office of Research and Development (ORD)
Sustainable and Healthy Communities (SHC) Research Program

TO: Regional NEPA Directors
Regional 309 Environmental Review Coordinators

Health Impact Assessment (HIA) is a decision support tool that provides a means of factoring evidence-based health considerations into the decision-making process. HIA has been described as "a systematic process that uses an array of data sources and analytic methods, and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects." ¹ HIA promotes a broad definition of health, beyond the mere absence of disease or infirmity, and provides evidence-based recommendations to address disproportionate health effects, mitigate potential adverse health effects, and bolster potential beneficial health effects of the proposed decision.

The practice of HIA has been seen as a way to not only enhance human health considerations in the NEPA process, but also ensure considerations of environmental justice (EJ) and children's health (as called for in Executive Orders 12898 and 13045, respectively) due to its ability to:

- Provide the lead agencies and other stakeholders with information on the potential health effects of a proposed action and its alternatives, through the broad consideration of impacts to health and health determinants and deliberative engagement of community members and other stakeholders throughout the HIA process;

¹ National Research Council. (2011). *Improving Health in the United States: The Role of Health Impact Assessment*. Washington, D.C.: The National Academies Press.

- Identify disproportionate human health and/or environmental effects, including high and adverse impacts, of a proposed action and its alternatives on minority and tribal populations, low-income populations, and vulnerable populations, such as children and the elderly, and develop recommendations to address those effects; and
- Develop recommendations to promote the health benefits of a proposed action and its alternatives and/or mitigate against potential negative health impacts before the action is implemented.

OFA and SHC will be working together to consider the use of HIA in the NEPA process as part of EPA's NEPN Section 309 reviews. More specifically, we are working to:

- Develop screening and scoping tools for use by Regional NEPA/Section 309 reviewers to identify proposals that could benefit from an HIA or HIA elements, based on the proposal's potential for significant impacts on human health.
- Develop web-based training to educate Regional NEPA/Section 309 reviewers on HIA, the HIA process, and the role HIA may play in the NEPA process.
- Partner with a federal agency (or agencies) to conduct a pilot project integrating HIA into an environmental impact statement and/or assessment, using general HIA best practices identified in EPA's systematic review of health impact assessments in the U.S.² and lessons learned from the HIA field of practice for integrating HIA into environmental impact assessment.

We welcome your input on these efforts, and we will be forming a workgroup to ensure Regional participation. For questions, please contact Julie Roemele, NEPA Compliance Division, at 202-564-5632 (roemele.julie@epa.gov) or Florence Fulk, ORD, at 513-569-7379 (fulk.florence@epa.gov).

cc: Florence Fulk, Office of Research and Development
Julie Roemele, Office of Federal Activities

² Rhodus, J., F. Fulk, Brad Autrey, S. O'Shea, and A. Roth. (2013). *A Review of Health Impact Assessments in the U.S.: Current State-of-Science, Best Practices, and Areas for Improvement*. EPA/600/R-13/354. Washington, DC: U.S. Environmental Protection Agency.

EXHIBIT F

EPA, Health and Environmental Effects of Particulate Matter (PM) (Apr. 13, 2020)

An official website of the United States government.



Health and Environmental Effects of Particulate Matter (PM)

Health Effects

The size of particles is directly linked to their potential for causing health problems. Small particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even get into your bloodstream.

Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including:

- premature death in people with heart or lung disease
- nonfatal heart attacks
- irregular heartbeat
- aggravated asthma
- decreased lung function
- increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.

People with heart or lung diseases, children, and older adults are the most likely to be affected by particle pollution exposure.

- AirNow can help you monitor air quality near you, and protect yourself and your family from elevated PM levels.

Environmental Effects

Visibility impairment

Fine particles (PM_{2.5}) are the main cause of reduced visibility (haze) in parts of the United States, including many of our treasured national parks and wilderness areas. [Learn more about visibility and haze](#)

Environmental damage

Particles can be carried over long distances by wind and then settle on ground or water. Depending on their chemical composition, the effects of this settling may include:

- making lakes and streams acidic
- changing the nutrient balance in coastal waters and large river basins
- depleting the nutrients in soil
- damaging sensitive forests and farm crops
- affecting the diversity of ecosystems
- contributing to acid rain effects.

Materials damage

PM can stain and damage stone and other materials, including culturally important objects such as statues and monuments. Some of these effects are related to [acid rain effects on materials](#).

Further Reading

[Particle Pollution and Your Health \(PDF\)](#) (2 pp, 320 K, [About PDF](#)): Learn who is at risk from exposure to particle pollution, what health effects you may experience as a result of particle exposure, and simple measures you can take to reduce your risk.

[How Smoke From Fires Can Affect Your Health](#): It is important to limit your exposure to smoke -- especially if you may be susceptible.

[EPA research on airborne particulate matter](#): EPA supports research that provides the critical science on PM and other air pollutants to develop and implement Clean Air Act regulations that protect the quality of the air we breathe.

LAST UPDATED ON APRIL 13, 2020

EXHIBIT G

Federal Interagency Working Group on Environmental Justice & NEPA Committee,
Promising Practices for EJ Methodologies in NEPA Reviews (Mar. 2016) (excerpts)

Promising Practices for EJ Methodologies in NEPA Reviews

*Report of the Federal Interagency
Working Group on Environmental
Justice & NEPA Committee*

MARCH 2016

*Working
together towards
collaborative
and innovative
solutions*



This material is not intended or offered as legal advice. It is non-binding, informal, and summary in nature, and the information contained herein does not constitute rules or regulations. As such, it is not intended to, does not, and may not be relied upon to create any rights, substantive or procedural, that are enforceable at law by any party, in any criminal, civil, or administrative matter.

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Federal agencies should ensure recipients of federal financial assistance engaged in the NEPA process comply with Title VI in addition to fulfilling the requirements of NEPA. A separate Title VI analysis may be necessary. For guidance on Title VI compliance, consult with your Agency's Office of Civil Rights or the Civil Rights Division of the Department of Justice.

III. DEFINING THE AFFECTED ENVIRONMENT

Guiding Principles

Agencies can be informed by consideration of the following guiding principles:

1. Consistent with applicable requirements (e.g., 40 CFR §1502.15), as agencies describe the environment of the area(s) to be affected or created by the alternatives under consideration, they can benefit from an understanding of community and population characteristics, location, conditions and other relevant information. One of the important functions of defining the affected environment is to help agencies determine the outer boundaries (i.e., footprint) of each potentially impacted resource topic analyzed in the NEPA document. These boundaries help define the affected area within which potentially impacted minority populations and low-income populations will be considered during the NEPA review. The geographic extent of the affected environment may vary for each resource topic analyzed in the NEPA document.
2. Data (including input from minority populations, low-income populations, and other interested individuals, communities, and organizations) on ecological, aesthetic, historic, cultural, economic, social, or health conditions of minority populations and low-income populations within the affected environment can provide agencies with useful insight into how the community's conditions, characteristics, and/or location can influence the extent of the affected environment. (See also section 2.1, p.14)
3. After considering unique conditions (e.g., ecological, aesthetic, historic, cultural, economic, social, or health) of the potentially affected minority populations and low-income populations, Agencies may wish to consider that the extent of the affected environment maybe larger (or smaller) and differently shaped than the boundaries would have been drawn without the existence of those conditions. The affected environment may also not be contiguous. (See also section 5, p.23)
4. When determining whether a potentially affected minority population or low-income population influences the extent of the affected environment, agencies can be informed by considering the proposed action's: 1) exposure pathways (routes by which the minority or low-income population may come into contact with chemical, biological, physical, or radiological effects); 2) ecological, aesthetic, historic, cultural, economic, social, or health consequences to the community; and 3) distribution of adverse and beneficial impacts from the proposed action. (See also section 5, p.23)

5. Agencies may wish to create a map to delineate the affected environment. A visual depiction of the affected environment may be beneficial to an agency's decision-making process, meaningful engagement efforts, and to the community's understanding of the proposed federal action. (See also section 2, p.14)

Specific Steps

As appropriate, agencies can consider the following actions:

1. In order to provide a useful comparative context for the consideration of impacts to minority populations and low-income populations, when developing the baseline characterization of the affected environment agencies can be informed by considering for each resource topic in the NEPA document: 1) exposure pathways; 2) direct, indirect and cumulative ecological, aesthetic, historic, cultural, economic, social, or health impacts; and 3) distribution of any potential beneficial or adverse impacts. Agencies may also be informed by consideration of multiple exposures. (See also section 7.1:11, p. 34)
2. Agencies may wish to consider collecting data and information relevant to the three community considerations in Step One (exposure pathways, related impacts, and beneficial impacts distribution) for minority populations and low-income populations within the boundaries of the baseline characterization. Include data related to reasonably foreseeable direct, indirect, and cumulative adverse and beneficial impacts from the proposed federal action on the community. Agencies may also be informed by consideration of multiple exposures. (See also section 8.1:11, p. 42)
3. Agencies may wish to consider data and information from a variety of sources, including, but not limited to: 1) community residents and other interested individuals and organizations; 2) data sets from federal, state, local and tribal governments; 3) peer-reviewed and other scientific literature; and 4) articles in industry and professional journals, popular press, websites, etc.
4. Agencies may wish to consider identifying and describing any unique conditions of the potentially affected minority populations and low-income populations that may be affected by the proposed action, based on data and information collected in Specific Step Two above. Unique conditions may include, but are not limited to: 1) human health vulnerabilities (e.g., heightened disease susceptibility, health disparities); 2) socioeconomic vulnerabilities (e.g., reliance on a particular resource that may be affected by the proposed action, disruptions to community mobility and access as a result of infrastructure development); and 3) cultural vulnerabilities (e.g., traditional cultural properties and ceremonies, fish

consumption practices).

5. Agencies may wish to consider the need to revise the initial baseline characterization (see section 3.2:1) of the affected environment, including revisions to the outer boundaries and pockets of minority populations and low-income populations (as appropriate) using information obtained from specific steps Two through Four. Be mindful that data may suggest the outer boundaries of the affected environment and/or pockets of minority populations and low-income populations may require adjustment.
6. Consider documenting agencies' characterizations of the affected environment in plain language that is easily understood by the general public and the potentially affected minority populations and low-income populations.
7. Consider providing written explanation in the records for agencies' chosen methods and data used to characterize the affected environment (See, e.g., 40 CFR §1502.24)

EXHIBIT H

EPA, EJSCREEN: Environmental Justice Screening and Mapping Tool (Aug. 2, 2018)



An official website of the United States government.



Launch the EJSCREEN Tool

[Explore EPA's environmental justice screening and mapping tool](#)

In order to better meet the Agency's responsibilities related to the protection of public health and the environment, EPA has developed a new environmental justice (EJ) mapping and screening tool called EJSCREEN. It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports.

What is EJSCREEN?



[What is EJSCREEN?](#)

[How was It Developed?](#)

[How Does EPA Use It?](#)

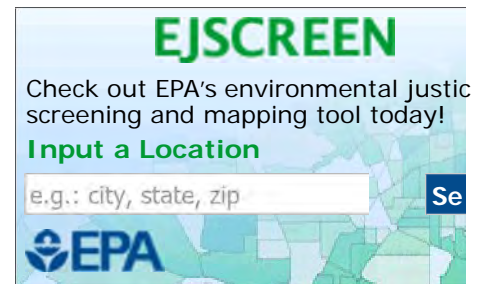
[Purposes and Uses](#)

Learn to Use EJSCREEN



[Learn to Use EJSCREEN](#)

Launch the Tool



[Launch the EJSCREEN Tool](#)

Understanding Results



Technical Information



Additional Resources





Understanding EJSSCREEN

Results

EJ Indexes

Environmental

Indicators

Demographic

Indicators

How to Interpret a

Standard Report



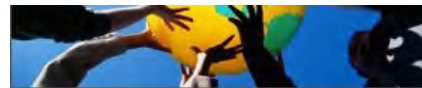
Technical Information

Limitations and

Caveats

Download EJSSCREEN

Data



EJSSCREEN Resources

Frequent Questions

about EJSSCREEN

Glossary of

EJSSCREEN Terms

Other EPA Mapping

Tools

EJSSCREEN Videos

LAST UPDATED ON AUGUST 2, 2018

EXHIBIT I

FAA, 1050.1F Desk Reference (v2) (Feb. 2020) (excerpts)



1050.1F Desk Reference

Federal Aviation Administration
Office of Environment and Energy

Version 2 (February 2020)

12. Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

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This chapter covers socioeconomics (Section 12.1), environmental justice (Section 12.2), and children’s environmental health and safety risks (Section 12.3).

12.1. Socioeconomics

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature, or a combination of the two. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s).

Section 1508.14 of the Council on Environmental Quality (CEQ) Regulations states that “economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment”. Therefore, the requirement to prepare socioeconomic analysis in an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is project specific and is dependent upon the existence of a relationship between natural or physical environmental effects and socioeconomic effects.

12.1.1. Regulatory Setting

Exhibit 12-1 lists the primary statute related to socioeconomic impacts for the Federal Aviation Administration’s (FAA) National Environmental Policy Act (NEPA) reviews. See Appendix B.9 for more detailed information about these requirements.

Exhibit 12-1. Statute Related to Socioeconomic Impacts

Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970	42 U.S.C. § 61 et seq.	49 CFR part 24	FHWA	This Act contains provisions that must be followed if acquisition of real property or displacement of people would occur as a result of implementing the selected alternative.

^a CFR = Code of Federal Regulations; FHWA = Federal Highway Administration; U.S.C. = United States Code.

12.1.1.1. Consultations, Permits, and Other Approvals

Uniform Relocation Assistance and Real Property Acquisition Policies Act

If acquisition of real property or displacement of persons is involved, 49 CFR part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), as amended, must be met for federal projects and projects involving federal funding. Additionally, the FAA, to the fullest extent possible and when applicable, observes all state and local laws, regulations, and ordinances concerning zoning, transportation, economic development, housing, etc. when planning, assessing, or implementing the proposed action or alternative(s). (This requirement does not cover local zoning laws, set-back ordinances, and building codes because the federal government is exempt from them).

12.1.2. Affected Environment

For socioeconomics, the study area may be larger than the study area for other impact categories, as a proposed action could have an effect on the social fabric of the surrounding community. The environmental review should consider the impacts of the alternatives on the following broad indicators: economic activity, employment, income, population, housing, public services, and social conditions. The responsible FAA official should consult with local transportation, housing

and economic development, relocation and social agency officials, and community groups regarding the social impacts of the proposed action and alternative(s).

The baseline conditions should include the size of local population centers, the distance from a project site to these areas, and the nature of the local economies. U.S. Census Bureau, state, and local government data are often used to describe baseline socioeconomic characteristics. Other data sources include the following: U.S. Bureau of Labor Statistics, U.S. Bureau of Economic Analysis, state economic development agencies, local government agencies, chamber of commerce records, and private organizations that operate as data brokers. Private institutions may also post relevant data on websites or publish them in readily available formats.

The following indicators may be relevant when characterizing the baseline socioeconomic conditions within the affected environment.

12.1.2.1. Economic Activity and Income

Understanding the incomes of individuals located in the study area will allow for a comparison between the current condition and projected impacts associated with the alternatives. The U.S. Bureau of Economic Analysis website at: <http://www.bea.gov/> provides regional and national information about gross domestic product and personal income. The American Community Survey (ACS) at: <https://www.census.gov/programs-surveys/acs/> also includes information about income. In addition, information about state and local taxes can be found on the U.S. Census Bureau's Census of Governments website at: <https://www.census.gov/govs/> or on local government websites. Each state's income, sales, and property tax rates will vary.

12.1.2.2. Employment

The U.S. Bureau of Labor Statistics website at: <http://www.bls.gov/> provides information on the labor force and various labor force characteristics including the current number of employed and unemployed persons within an area, consumer price indexes, productivity, and demographic characteristics of the labor force. This website can be used to collect information about the people working in the study area and their spending habits.

12.1.2.3. Population and Housing

The U.S. Census Bureau website at: <http://www.census.gov/> provides the results of the Decennial Censuses and American Community Survey, which include housing and population information. Census data may be particularly useful because the data are summarized at different geographic levels in descending order of size, including: national, state, county, census tracts, block group, and block. Because of the need to protect the privacy of individuals living within blocks, income data are available only as small as the block group level. The various sizes of Census data available allow the most appropriate data to be selected for the specific study area. As ACS data is often more current than decennial census data, consider which data set is likely to provide more relevant data based on the population of the study area and the amount of time that has elapsed since the last decennial census. Further, ACS data at the block group level is available within the Aviation Environmental Design Tool (AEDT).

Useful tools for downloading Census data include the American FactFinder (<http://factfinder.census.gov/>) and DataFerrett (<http://dataferrett.census.gov/>).

12.1.2.4. Public Services and Social Conditions

Depending on the location and scope of the alternatives, consult state, local, or county government resources to determine the public services and social conditions potentially impacted by a project. Detailed information regarding a community's educational institutions, medical services, and emergency response services is typically available from federal, state, or county/municipal sources.

12.1.3. Environmental Consequences

A proposed action and alternatives may involve the potential for socioeconomic impacts on surrounding communities, such as shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity. An example of a direct socioeconomic impact is the change in job availability caused when a new construction project is proposed in an area. The construction project may result in an increase in available jobs; however, these jobs may be temporary in nature and would cease to exist when construction is completed.

The specific types of socioeconomic impacts that may result from an alternative depend on the nature of the proposed action and alternatives. Exhibit 12-2 provides examples of the types of socioeconomic impacts that may be considered for the proposed action and alternatives. Whether or not the various potential impact areas should be discussed will depend on what the action is and whether the potential socioeconomic impacts are interrelated with or inseparable from a physical or natural environmental effect. When the analysis indicates substantial induced or secondary impacts attributable to the proposal, a detailed analysis of such impacts should be included in the document. As pertinent and to the extent known or reasonably foreseeable, such factors as impacts on regional growth and development patterns, and spin-off jobs created should be described.

Exhibit 12-2. Socioeconomic Impacts that May be Considered

Economic Activity	Consider the effects of the proposed action and alternatives on the reduction of or increase in economic activity in the study area. As pertinent and to the extent known or reasonably foreseeable, describe such factors as impacts on regional growth and development patterns.
Employment	Determine the impacts of the proposed action and alternatives on employment in the study area. Analyze indicators such as current unemployment rates, commuter patterns, and the existing labor force. Consider these factors in conjunction with implementation of the proposed action and alternatives.
Income	Analyze current information on per capita income, median household income, and rates of poverty for individuals in the study area and consider how the proposed action and alternatives would change the existing conditions.
Population	Determine the impacts of the proposed action and alternatives on current population and projected population growth rates in the study area. Consider the impact of a project on the potential for people to migrate to or leave the area.
Housing	Consider the effects of the proposed action and alternatives on the availability of housing, both temporary and permanent, in the study area. Research the available housing units and determine if a project would cause an increase or decrease in the demand for housing.
Public Services	Determine the effects of the proposed action and alternatives on the availability of public services to those in the study area. Consider factors such as changes in water usage, traffic patterns, transportation availability, or medical, rescue, education, or utility services as a result of a project.
Social Conditions	Analyze the social conditions in the study area. Consider how the proposed action and alternatives would impact factors such as community cohesion and religious institutions or otherwise result in disruption or division of the local community.

Consider whether the proposed action and alternatives would result in relocation of local businesses, public services, or housing units. In cases where relocation is involved, the NEPA documentation should provide:

- estimates of the numbers and characteristics of individuals and families to be displaced;
- the impact on the neighborhood and housing to which relocation is likely to take place; and
- an indication of the ability of that neighborhood to provide adequate relocation housing for the families to be displaced.

The NEPA document should also include a description of special relocation advisory services to be provided, if any, for the elderly, handicapped, or illiterate regarding interpretation of benefits or other assistance available.

If an insufficient supply of generally available relocation housing is indicated, the document should reflect a thorough analysis of efforts made to remedy the problem. This includes, if necessary, a provision for housing of last resort as authorized by Section 206(a) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act. If business relocation would

cause appreciable economic hardship on the community, if significant changes in employment would result directly from the action, or if community disruption is considered substantial, the NEPA document should include a detailed explanation of the impacts and the reasons why significant impacts cannot be avoided.

12.1.3.1. Significance Determination

The FAA has not established a significance threshold for socioeconomics in FAA Order 1050.1F; however, the FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for socioeconomics (see Exhibit 4-1 of FAA Order 1050.1F). The determination that significant impacts exist in the socioeconomic impact category is normally dependent on whether the potential socioeconomic impact(s) are interrelated with or inseparable from a physical or natural environmental effect. Please note that these factors are not intended to be thresholds. If these factors exist, there is not necessarily a significant impact; rather, the FAA must evaluate these factors in light of context and intensity to determine if there are significant impacts.

Factors to consider that may be applicable to socioeconomic resources, if they are interrelated with natural or physical environmental impacts (see 40 CFR § 1508.14), include, but are not limited to, situations in which the action would have the potential to:

- induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);
- disrupt or divide the physical arrangement of an established community;
- cause extensive relocation when sufficient replacement housing is unavailable;
- cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;
- disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- produce a substantial change in the community tax base.

12.1.4. Mitigation

Examples of potential measures to mitigate socioeconomic impacts that may be appropriate for the proposed action and alternatives include the following:

- compensating for or reducing any detrimental impacts the proposed action or alternative(s) may have caused to the economic health of the study area. This could include providing relocation assistance to local business owners in accordance with the Uniform Relocation Act; and
- providing a financial payment and/or relocation assistance to renters and people who are displaced from their homes as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

12.2. Environmental Justice

According to the U.S. Environmental Protection Agency (EPA), Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA defines *fair treatment* to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. EPA defines *meaningful involvement* as:

- Potentially affected populations have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health;
- the public's contribution can influence the regulatory agency's decision;
- the concerns of all participants will be considered in the decision making process; and
- the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected.

12.2.1. Regulatory Setting

Exhibit 12-3 lists the primary statutes, Executive Orders, and other guidance related to environmental justice impacts. See Appendix B.9 for more detail on these requirements.

Exhibit 12-3. Statutes, Executive Orders, and Other Guidance Related to Environmental Justice

Title VI of the Civil Rights Act of 1964, as amended	42 U.S.C. §§ 2000d-2000d-7	28 CFR § 42.401	DOJ	Title VI of the Civil Right Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI explicitly prohibits any discrimination in federally funded programs and projects, including those sponsored by the FAA.
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	59 <i>Federal Register</i> 7629, (February 11, 1994)	Not applicable	EPA	Requires federal agencies to incorporate environmental justice into their programs, policies and activities.

CEQ Guidance: “Environmental Justice: Guidance Under the National Environmental Policy Act” (December 10, 1997)	Not applicable	Not applicable	CEQ	Outlines how environmental justice could be considered in NEPA documents. Provides widely used definitions of minority, low-income, and other environmental justice concepts.
Memorandum of Understanding on Environmental Justice and Executive Order 12898 (August 4, 2011)	Not applicable	Not applicable	Not applicable	The participating federal agencies (which includes the FAA) agree to declare the continued importance of identifying and addressing environmental justice considerations in their programs, policies, and activities as provided in Executive Order 12898.
U.S. Department of Transportation Environmental Justice Strategy ¹	Not applicable	Not applicable	DOT	Describes the framework for comprehensively incorporating environmental justice into all of DOT’s programs, policies and activities.
DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations	77 <i>Federal Register</i> 27534, (May 10, 2012)	Not applicable	DOT	Establishes principles for integrating environmental justice into current policies and practices.
Promising Practices for EJ Methodologies in NEPA Reviews, Report of the Federal Interagency Working Group on Environmental Justice & NEPA Committee (March 2016)	Not applicable	Not applicable	Federal Interagency Working Group on Environmental Justice & NEPA Committee	Compilation of methodologies gleaned from current federal agency practices concerning the interface of environmental justice considerations through the NEPA processes.

^a CEQ = Council on Environmental Quality; CFR = Code of Federal Regulations; DOJ = U.S. Department of Justice; DOT = U.S. Department of Transportation; EPA = U.S. Environmental Protection Agency; FAA = Federal Aviation Administration; MOU = Memorandum of Understanding; NEPA = National Environmental Policy Act; U.S.C. = United States Code.

12.2.1.1. Consultations, Permits, and Other Approvals

Executive Order 12898 and DOT Order 5610.2(a)

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, signed by the President on February 11, 1994 directs federal agencies to identify and address disproportionately high and adverse effects of federal

¹ <https://www.transportation.gov/policy/transportation-policy/environmental-justice-strategy>.

projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

When the FAA determines that a project has significant impacts in any environmental impact category, the potential for disproportionately high and adverse effects on minority or low-income populations must be examined pursuant to DOT Order 5610.2(a). Even in the absence of a significant impact in an environmental impact category, further inquiry into the potential for disproportionately high and adverse effects on minority or low-income populations may be warranted based upon the demographics of the study area and the nature of environmental impacts associated with the proposed project. If there are disproportionately high and adverse effects on minority or low-income populations, DOT Order 5610.2(a) requires that certain procedures be followed for analyzing the proposed action's potential impacts, offsetting benefits, potential alternatives, and substantial need. The FAA reflects its adherence to the requirements of DOT Order 5610.2(a) in its NEPA document.

Title VI of the Civil Rights Act

Under Title VI, the FAA is required to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. The Title VI requirements apply to all Federally-funded projects and activities and govern actions both by the federal government and the recipients of federal financial assistance. Title VI applies not only to adverse human health or environmental effects of a federally funded project or activity but also to the provision of benefits under such a project or activity. However, Title VI does not address discrimination based on income in any program or activity receiving federal financial assistance.

FAA Order 1050.1F

Requirements for meaningful public involvement by minority and low-income populations are addressed in Paragraph 2-5.2.b of FAA Order 1050.1F. As stated in the Order, the FAA must provide for meaningful public involvement by minority and low-income populations. In accordance with DOT Order 5610.2(a), this public involvement must provide an opportunity for minority and low income populations to provide input on the analysis, including demographic analysis, which identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. The public involvement process can also provide an opportunity to gather information on patterns of subsistence consumption of fish or wildlife by the affected populations, and to provide information on the risks of such consumption when a proposed action or its alternatives substantially affect these risks.

12.2.2. Affected Environment

The combination of all study areas for the other relevant impact categories represents the potential impact area for environmental justice, because environmental justice impacts may be realized in conjunction with impacts to any other impact category.

The description of the affected environment for the NEPA document should identify the minority and low-income populations located within the identified study area. The environmental document should include demographic information about the affected populations and information about the populations that have an established use for the significantly affected resource, or to whom that resource is important (e.g., subsistence fishing).

Exhibit 12-4 presents the definitions from DOT Order 5610.2(a) that may be used to help identify potential environmental justice populations in the study area.

Exhibit 12-4. Definitions from DOT Order 5610.2(a) to Identify Status of Environmental Justice Populations

Minority	<p>A person who is:</p> <ol style="list-style-type: none"> 1. Black: a person having origins in any of the black racial groups of Africa; 2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; 3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent; 4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America) and who maintains cultural identification through tribal affiliation or community recognition; or 5. Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
Minority Population	Any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.
Low-Income	A person whose median household income is at or below the Department of Health and Human Services poverty guidelines. ^a
Low-Income Population	Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.

Source: DOT Order 5610.2(a)

^a These guidelines can be found on the U.S. Department of Health and Human Services website located at: <http://www.hhs.gov/>.

Per DOT Order 5610.2(a), low income population is determined by considering the percentage of individuals in the study are whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines, available at:

<http://aspe.hhs.gov/poverty/index.cfm>. According to HHS, the best approximation for the number of people below the HHS poverty guidelines in a particular area would be the number of persons below the Census Bureau poverty thresholds in that area. (<https://aspe.hhs.gov/frequently-asked-questions-related-poverty-guidelines-and-poverty#many>).

The following methods may be used to help find information about potential environmental justice populations in the study area:

- AEDT: The Aviation Environmental Design Tool (AEDT) incorporates a methodology to identify potential environmental justice populations. The screening capability uses U.S. Census American Community Survey (ACS) data to graphically present census block groups with minority and/or low-income populations that exceed specified thresholds. Screening results should be supplemented with additional information and local knowledge to obtain a better understanding of the issues in a selected location. Refer to the guidance document *Guidance on Using the Aviation Environmental Design Tool*

(AEDT) to Screen for Potential Environmental Justice Populations on the AEDT website (www.aedt.faa.gov) for additional guidance on using AEDT to identify potential environmental justice populations.

- Census data: Demographic data can be accessed through the Census Bureau’s American Community Survey website at: <https://www.census.gov/programs-surveys/acs/>, or through the most recent decennial census. Data, including minority and low-income population data, can be accessed for select census block groups and evaluated using Geographic Information Systems (GIS). Caution must be undertaken to avoid inadvertently counting an individual twice with regard to race categories. For example, people may choose to report more than one race to indicate their racial mixture, such as “American Indian” and “White”.
- EJSCREEN, available at: <http://www.epa.gov/ejscreen>, is an environmental justice mapping and screening tool that provides a nationally consistent dataset and approach for combining environmental and demographic indicators. EJSCREEN provides demographic and environmental information and includes a method for combining environmental and demographic indicators into EJ indexes. Screening results should be supplemented with additional information and local knowledge to get a better understanding of the issues in a selected location. Note that EJSCREEN defines “low-income” as individuals living with incomes below 200 percent of the federal poverty level, which differs from the DOT definition used by the FAA. As a result, when using this tool, practitioners should ensure that they can convert the results so that they can be compared to the DOT definition.
- Transient or temporary workers or temporary workers may not be captured in the HHS data. Data on transient or temporary workers can be found through sources such as the Department of Labor’s National Agricultural Worker’s Survey, and through data collected by town, city, and county governments in the vicinity of the proposed action and alternative(s).
 - U.S. Department of Labor’s National Agricultural Worker’s Survey, <https://www.doleta.gov/naws/>
 - U.S. Department of Housing and Urban Development Homeless Data Exchange, <http://www.hudhdx.info/>
- **Local sources** can provide additional information. These include, but are not limited to, state, county or city organizations such as Metropolitan Planning Organizations; social service agencies; economic development organizations; housing authorities, tribal governments and school districts. Places of worship, food banks, homeless shelters, medical clinics and universities may also be useful sources of local demographic and economic data. Local sources may be especially helpful to identify minority and low-income populations that use resources affected by the project and to whom the affected resources are important for subsistence or cultural reasons. Also, local data may include temporary minority and low-income residents such as migrant workers that are not captured in the U.S. Census Bureau data.

12.2.3. Environmental Consequences

An environmental justice analysis considers the potential of federal actions to cause disproportionately high and adverse effects on low-income or minority populations.

DOT Order 5610.2(a) provides the following definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations:

Adverse effects means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

12.2.3.1. Determining Disproportionately High and Adverse Effects

The NEPA document should clearly describe the methodology used to determine if there are adverse impacts that disproportionately affect environmental justice populations. This includes providing results of analysis to determine if a low income or minority population using a resource sustains more of the impact than any other population segment. This determination relies upon meaningful public involvement to ensure that the unique characteristics of a minority or low-income population are considered.

DOT Order 5610.2(a) provides the following definition for a “disproportionately high and adverse impact” that should be used when assessing impacts to environmental justice populations:

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

1. Is predominately borne by a minority population and/or a low-income population; or
2. Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

DOT Order 5610.2(a) indicates that mitigation and enhancement measures, offsetting benefits, and the relevant number of similar existing system elements in non-minority and non-low-income areas, can be taken into consideration when determining if there are disproportionately high and adverse effects from a project.

12.2.3.2. Significance Determination

The FAA has not established a significance threshold for environmental justice in FAA Order 1050.1F; however, the FAA has identified factors to consider when evaluating the context and

intensity of potential environmental impacts for environmental justice (see Exhibit 4-1 of FAA Order 1050.1F). Please note that these factors are not intended to be a threshold. If these factors exist, there is not necessarily a significant impact; rather, the FAA must evaluate these factors in light of context and intensity to determine if there are significant impacts.

The factors to consider that may be applicable to environmental justice include, but are not limited, to a situation in which the proposed action or alternative(s) would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population, due to:

- Significant impacts in other environmental impact categories; or
- Impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines is unique to the environmental justice population and significant to that population.

Note that not all “adverse impacts” within the meaning of DOT Order 5610.2(a) will meet or exceed a significance threshold in another environmental impact category. Some adverse impacts may not be significant impacts in another environmental impact category as defined by Exhibit 4-1 in FAA Order 1050.1F, yet they may be a significant impact when examined in the context of their effects on minority or low-income populations. As a result, the responsible FAA official must undertake a case-by-case analysis of an action’s unique facts. The responsible FAA official does this to determine if impacts not otherwise rising to a level of significance for NEPA purposes nonetheless represent disproportionately high and adverse effects, and/or a significant impact for environmental justice purposes. Examples of impacts that may not be significant impacts in another environmental impact category, but may be considered significant impacts when examined in the context of environmental justice include:

- Water resource impacts and/or biological resource impacts that are not considered significant standing alone, but may be significant when considered in the context of subsistence fishing or game consumption by environmental justice communities.
- Special cultural traditions associated with traditional cultural sites of Indian tribes may increase sensitivity to aircraft overflights. In such locations, overflights may introduce noise or visual intrusions that represent disproportionately high and adverse effects and significant impacts to an environmental justice population.

12.2.4. Mitigation

Any potential adverse impacts that affect minority or low-income populations should be identified early in the planning process so action can be taken to prevent them. Environmental justice impacts may be avoided or minimized through communicating early and consistently with the public and allowing ample time for public coordination. In addition to including public outreach efforts as part of the NEPA process, it may also be beneficial to include the public in identifying possible mitigation measures. In “*Environmental Justice: Guidance Under the National Environmental Policy Act*,” CEQ emphasizes the community’s role in mitigation efforts, stating that efforts should reflect the needs of affected low-income populations, minority populations, or Indian tribes.

In cases where the FAA finds a significant impact, but determines that mitigation would reduce that impact below the applicable significance threshold, the environmental document should

describe how mitigation would reduce the impact to less than significant levels and verify that a project would not result in disproportionately high and adverse effects on low-income and minority populations.

12.3. Children's Environmental Health and Safety Risks

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks* 62 *Federal Register* 19885, (April 21, 1997), federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. The FAA is encouraged to identify and assess environmental health risks and safety risks that the agency has reason to believe could disproportionately affect children. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to.

The Task Force on Environmental Health Risks and Safety Risks to Children, created by Executive Order 13045, identified four priority areas of impacts to children for immediate attention:

- Asthma;
- unintentional injuries;
- developmental disorders (including lead poisoning); and
- cancer.

For more information on the Task Force on Environmental Risks and Safety Risks to Children, see EPA's website for Children's Health Protection at: <http://www2.epa.gov/children>.

Impacts to children are considered separately in NEPA reviews because children may experience a different intensity of impact as compared to an adult exposed to the same event. For example, children's internal organs are still developing and they are therefore unable to process exposure to toxic substances in the same way that an adult can. Children are also more likely to exhibit behaviors that put them at a greater risk for exposure to hazards. Children under age 5 are more susceptible than adults to environmental hazards due to the fact they are more heavily exposed to toxins in proportion to their body weight. Children under age 5 breathe more air, drink more water, and eat more food per unit of body weight than adults do, so they may experience higher rates of exposure to toxins, pollutants, and pathogens.

12.3.1. Regulatory Setting

Exhibit 12-5 lists the Executive Order related to children's environmental health and safety risks. See Appendix B.9 for more detail on Children's Environmental Health and Safety Risks.

Exhibit 12-5. Executive Order Related to Children’s Environmental Health and Safety Risks

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks	62 <i>Federal Register</i> 19885, (April 23, 1997)	Not applicable	Not applicable	This Executive Order directs federal agencies to analyze their policies, programs, activities, and standards for any environmental health or safety risks that may disproportionately affect children. Included in these categories are risks to health or safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, water, recreational waters, soil, or products they might use or be exposed to.

12.3.1.1. Consultations, Permits, and Other Approvals

There are no formal required federal consultation processes, permits, or other approvals related to children’s environmental health and safety risks.

12.3.2. Affected Environment

The affected environment for potential impacts for children’s environmental health and safety is related to the affected environment for other impact categories (i.e., air quality, noise, etc.). Therefore, the study area for children’s environmental health and safety should include the study areas identified for other impact categories that have the potential to impact children’s environmental health and safety.

To identify how many children live in the area and how old they are, the Census Bureau collects data on children that can be accessed through their Fact Finder at:

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

In addition to determining the number and age of children in the study area, it may be beneficial to determine the number of schools, daycares, parks, and children’s health clinics in the study area. Local websites and reports can be helpful in identifying these resources. Detailed information regarding a community’s educational institutions, medical services, and emergency response services is typically available from federal, state, or county/municipal sources.

The FAA should consider whether the proposed action or alternative(s) would create new or exacerbate existing adverse impacts to children in any of the priority areas identified by the Task Force.

12.3.3. Environmental Consequences

Similar to environmental justice, impacts to children’s health and safety in the context of other impact categories should be considered.

12.3.3.1. Significance Determination

The FAA has not established a significance threshold pertaining to impacts to children's environmental health and safety in FAA Order 1050.1F; however, the FAA has identified a factor to consider when evaluating the context and intensity of potential environmental impacts for children's environmental health and safety (see Exhibit 4-1 of FAA Order 1050.1F). Please note that this factor is not intended to be a threshold. The existence of this factor does not necessarily establish a significant impact; rather, the FAA must evaluate this factor in light of context and intensity to determine if there are significant impacts.

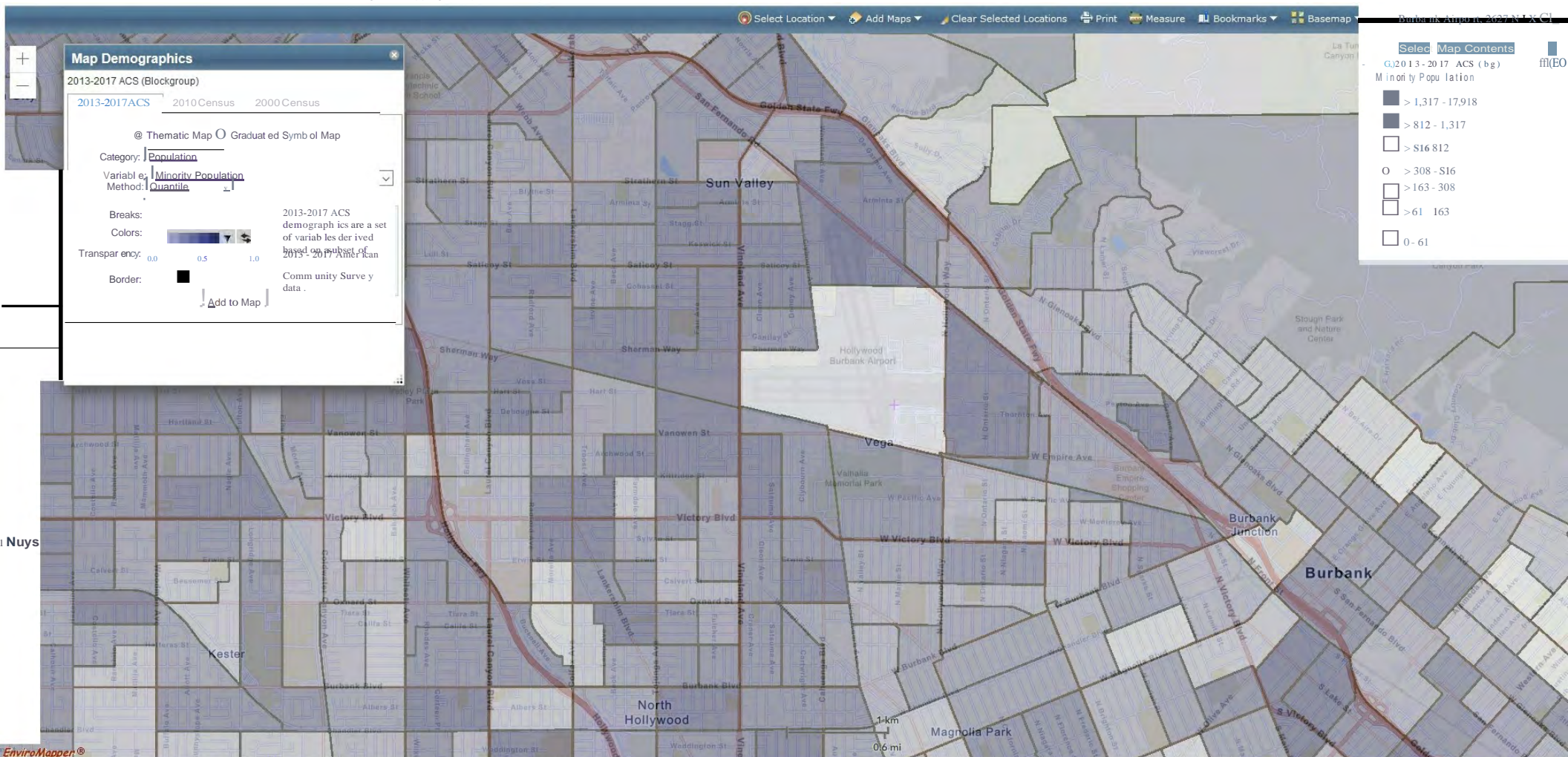
The factor to consider that may be applicable to children's environmental health and safety includes, but is not limited to, situations in which the proposed action or alternative(s) would have the potential to lead to a disproportionate health or safety risk to children.

12.3.4. Mitigation

The mitigation measures appropriate to minimize or eliminate potential adverse impacts could be the same as the mitigation measures identified for other impact categories with the potential to impact children's environmental health and safety (i.e., air, water, etc.), although in some situations unique mitigation measures specific to children may be identified.

EXHIBIT J

EPA, EJSCREEN, Screenshots of Use (Oct. 2020)



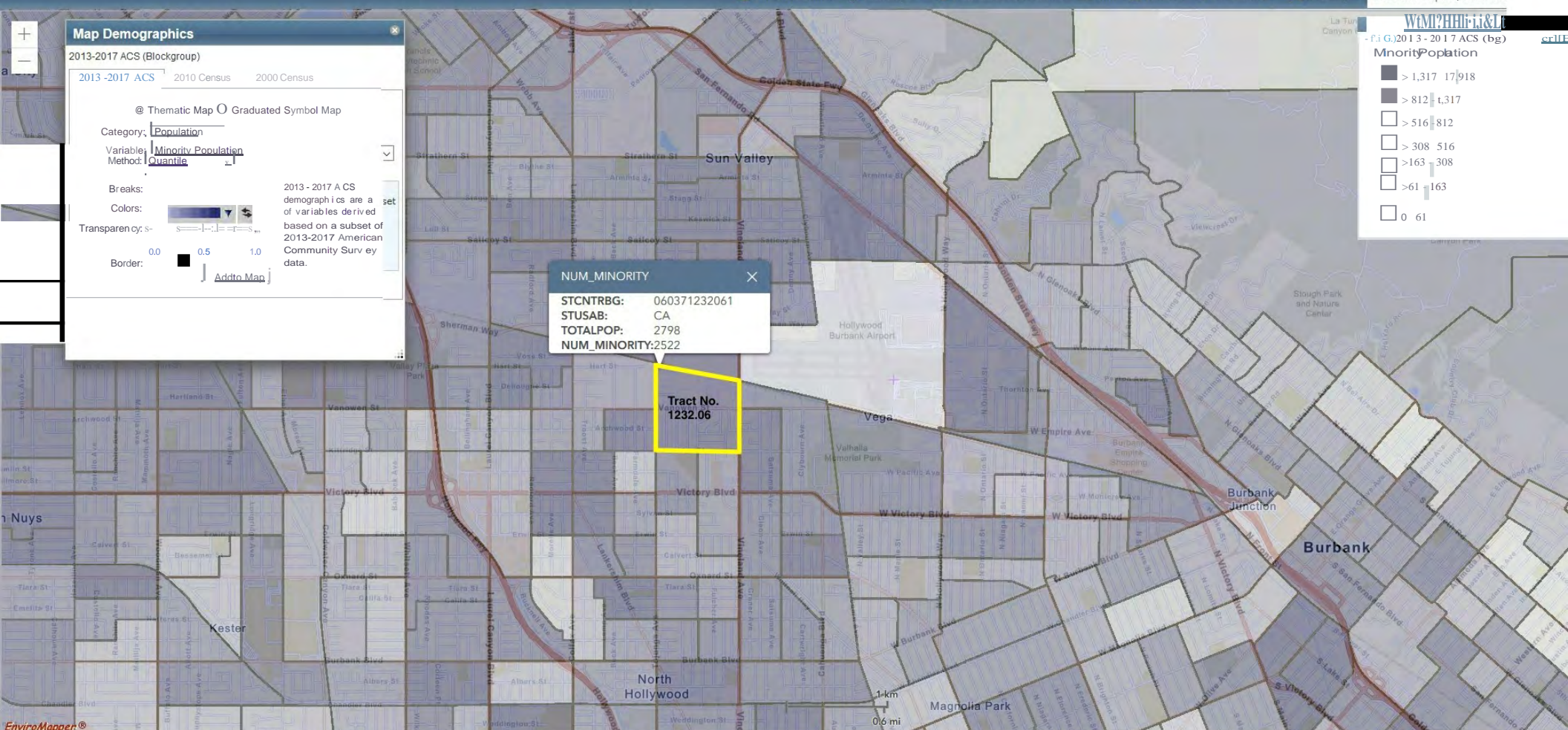


EXHIBIT K

LA Times, “Cost of replacement airport terminal estimated to soar over \$1 billion” (Nov. 6, 2018)



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NEWS

Cost of replacement airport terminal estimated to soar over \$1 billion



Although a 355,000-square-foot, 14-gate replacement terminal is feasible on an area known as the B-6 site at Hollywood Burbank Airport, the overall project is estimated to cost more than \$1 billion, according to officials. (File Photo)

By ANTHONY CLARK CARPIO

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The Burbank-Glendale-Pasadena Airport Authority took a so the estimated costs of the replacement terminal project, coming in over \$1 billion, which was higher than initially anticipated.

An official from BuroHappold Engineering presented a report during an authority meeting on Monday regarding the feasibility of a 14-gate, 355,000-square-foot terminal on an area known as the B-6 site.

Although it was determined that constructing the terminal in the northeast quadrant of the airfield — which was formerly where Lockheed Corp. had its Skunk Works operation — could be done, BuroHappold conservatively estimated the entire project will cost roughly \$1.24 billion, said David Herd, the North America managing director of the consulting firm.

BuroHappold estimated construction costs, which include building the new terminal and demolishing the existing facility, at about \$844 million alone. Originally, the the terminal was expected to cost about \$400 million, though the demolition was not part of that estimate.

Herd added that soft costs — some of which include designing the terminal, inspections and permitting — came in at about \$285 million. Being conservative about its estimates, the firm also factored in about \$110 million as contingency.

Herd said although the report determined that a terminal can be built on the B-6 site, it was merely an exercise to see if it could be done.

The concept mocked up for the analysis was based on what was laid out in a development agreement and does not factor in the design of the facility.

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Airport officials are limited to designing up to 25% of the project until the review of an environmental impact study is completed by the Federal Aviation Administration.

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which is projected to be completed in about two years.

The consultant noted that various parts of the project, some of which include the depth of the terminal, airport access, public parking structure and air-traffic control tower, will be addressed during the design phase, which is projected to occur during the third quarter of 2020, Herd said.

Airport officials also presented their own cost estimate for the project, in which the overall costs would be about \$1 billion.

The airport estimated construction costs to be about \$724 million, soft costs at about \$210 million and the contingency to be about \$70 million.

John Hatanaka, the airport's senior deputy executive director, told authority members their numbers are just as conservative as the recently released estimates.

However, he added that it's better to overestimate costs and work down rather than continuously add to the project's budget.

To fund the project, Hatanaka said the authority will be contributing \$100 million from its airport development fund. The airport will also be using about \$137 million from federal grants.

Hatanaka added that airport officials also plan to take out a bond with the U.S. Department of Transportation.

Zareh Sinanyan, the authority's president, said he was not completely shocked by the project's price tag, but he was concerned about how the high cost will affect airport operations.

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“I hope this change is not going to have a material impact on project,” he said.

anthonyclark.carpio@latimes.com

Twitter: [@acocarpio](https://twitter.com/acocarpio)

NEWS



Anthony Clark Carpio

 Twitter

Anthony Clark Carpio was a reporter with the Burbank Leader. He joined the Times Community News staff on New Year’s Eve 2012 and covers everything from the City Council to community events. He has a journalism degree from Cal State Northridge. Before reporting in Burbank, he was a reporter with the Huntington Beach Independent and a freelance reporter for the Pasadena Sun, the La Cañada Valley Sun and the Santa Clarita Signal.

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EXHIBIT L

Overton Moore Properties, Avion Burbank (2020)

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Project Downloads

Below is an updated list of downloadable submittals, reports, and references provided to the City of Burbank for the general community.

[Brochure](#)[Creative Industrial Cut Sheets](#)[Creative Office Cut Sheets](#)[Retail Cut Sheets](#)

Project Timeline

Q4 2019
Commence Construction



Q3 2020 – Q4 2020
Creative Industrial Complete



Q2 2021
Creative Office Complete



Q2 2021
Retail Complete

Leasing Information

Fill out the form below for additional information.

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EXHIBIT M

FAA, Bob Hope Airport Delta Ramp Rehabilitation
Project, Categorical Exclusion Approval (Feb. 18, 2020)



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

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

Tuesday, February 18, 2020

Mr. Frank Miller
Executive Director
Bob Hope Airport
2627 Hollywood Way
Burbank, CA 91505

Dear Mr. Frank Miller:

Bob Hope Airport
Delta Ramp Rehabilitation
Categorical Exclusion Approval

The Federal Aviation Administration (FAA) evaluated the proposed rehabilitation and expansion project at Bob Hope Airport in Burbank, CA. The proposed action would impact approximately 293,000 square feet of previously disturbed airport lands and would consist of:

- Rehabilitating 206,000 square feet of pavement on the existing ramp
- Expanding the ramp by 87,000 square feet into a previously disturbed compacted dirt area.

The FAA has determined that the proposed project is Categorically Excluded pursuant to FAA Order 1050.1F as it relates to the National Environmental Policy Act of 1969, as amended (NEPA). Therefore, no further federal environmental disclosure documentation for this project is necessary for NEPA purposes.

In the event that you do not begin the above identified projects within 3 years, of this Categorical Exclusion Approval, additional environmental review may be necessary (See Section 202(c)(3)(a) of FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*).

This letter notifies you that the proposed project has complied with NEPA only. This is not a notice of final project approval or funding availability.

Please feel free to call me if you have any questions regarding this matter. I can be reached by phone at (424) 405-7283 and by email at edvige.b.mbakoup@faa.gov.

Sincerely,

Edvige B. Mbakoup
Environmental Protection Specialist

EXHIBIT N

FAA, Bob Hope Airport Delta Ramp Rehabilitation Project,
Appendix A. Documented Catex (June 2, 2017)

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Bob Hope Airport, BUR, Burbank, CA

Project Title:

Delta Ramp Rehabilitation and Expansion

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAids, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

Estimated Construction Date: August 2020

Estimated End Date: December 2020

The Delta Ramp Rehabilitation and Expansion will repair the condition of the Delta Ramp, which requires pavement rehabilitation to be undertaken within an approximately 206,000 SF area. The Project will also expand the Delta Ramp north toward Sherman Way, increasing the size of the Delta Ramp by approximately 87,000 SF. The Project will address the current Pavement Condition Index (PCI) of the Delta ramp, which is 61/100, below the critical index of 70, and will deliver added flexibility to this ramp, which is used for Remain Overnight (RON) aircraft parking.

A revision to our Airport Layout Plan (ALP) has been submitted in order to reflect a planned relocation of the Airport Operation Area (AOA) fence adjacent to the D Ramp. This section of the AOA fence will be relocated approximately 170 feet north of the current fence line, toward Sherman Way, to facilitate the expansion of the D Ramp. The expansion will increase the size of the Ramp by approximately 87,000 square feet, to a total of approximately 293,000 square feet.

Flight operations or procedures will not be changed during the construction, or as a result of, this resurfacing and expansion project. New material will consist of fill (local P209 crushed miscellaneous base). Expanded material will consist of asphalt (local or regional aggregates and binder).

Land disturbance size will be 6.73 acres, consisting of 4.73 acres of pavement rehabilitation and 2.0 acres of new pavement. The project will include 6" of milling with a 4" overlay of asphalt for the rehabilitation section. The expansion section will consist of an 8-inch, local P-209 crushed miscellaneous base, as well as a 4-inch asphalt overlay.

Equipment used for this project includes the following: cold mill grinder/mini grinder, skip loader, sweeper, vibratory roller, paving machine, front end loader, water truck, dump trucks, blade. The equipment will not exceed 12 feet in height.

Staging area location and storage: The location and storage of equipment will be within the unimproved area in a Staging Yard off Sherman Way (see map attached). Construction waste will be temporarily stored within this area and then sent off-site to an approved waste disposal facility or recycled. The contractor will take the necessary dust control measures prior to disposal.

The construction site will be accessed through Sherman Way adjacent to Atlantic Aviation; traffic will not be effected.

Restoration of area once construction is complete: Impervious for the entire existing ramp area is 70% and 100% post rehabilitation. The current disturbed area has a depth of 4 inches of asphalt.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The project area is the Delta Ramp area, which is west of Atlantic Aviation and adjacent to Sherman Way. The entirety of the project is located on the premises of Bob Hope Airport, in the City of Burbank, California. All drainage areas flow South to the Burbank City storm drain system. Any storm drains adjacent to the project will be covered during construction, and Best Management Practices will be utilized to control erosion and sediment. There are no lakes, rivers or conservation areas adjacent the Airport.

Per consultation with the US Fish and Wildlife Service (USFWS)' Information for Planning and Consultation (IPAC) database, there are no critical habitats found at the proposed location.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The Proposed Action is eligible for a Documented CatEx per FAA Order 1050.1F Environmental Impacts: Policies and Procedures, Section 5-6.4(e) Federal financial assistance, licensing or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS).
- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities. (ARP, AST)

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>There are no historic/cultural resources listed on the National Register of Historic Places in the project area, the closest being the Burbank City Hall and US Post Office - Burbank Downtown Station, each approximately 3.5 miles away from the project site.</p> <p>The area of potential effect is limited to the existing D Ramp and the empty parcel that will be incorporated into the expansion of the ramp. This vacant parcel has no existing structure or otherwise historic feature present. As a previously disturbed parcel, any potential buried cultural resource would lie below the area of previous disturbance associated with the parcel's previous use as a ramp and hangar prior to the 1990s. The depth of disturbance related to the previous foundation and ramp elements, as well as from their demolition, would lie deeper than will be reached by any effort related to this ramp's expansion.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The footprint of the project consists of 206,000 SF of paved areas and 87,000 SF of an empty dirt area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>This project includes 293,000 sf of disturbed area, comprised of 206,000 sf of paved area and a further 87,000 sf of an empty, compacted dirt area. The dirt area previously housed a combination of hangars and ramp space, occupied throughout most of the airport's history. These features were demolished, and the property was reverted to its current brownfield state between 1989-1994.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>No, there is no tribal land or land of interest to tribes adjacent to the project area, the ground disturbance does not go beyond previous disturbed depth. Ground disturbance would consist of 4 inches of cut and replacement of 6 inches of asphalt for the rehabilitation section. The expansion section would include 8 inches of cut and fill (using local P209 crushed miscellaneous base), as well as 6 inches of asphalt.</p>	<input type="checkbox"/>	

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.IF) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>The following properties are protected under Section 4(f) (as defined by FAA Order 1050.IF) within 2 miles of the project area:</p> <ul style="list-style-type: none"> • Sun Valley Park-1.2mi • Strathern Park - 1.0mi • Valley Plaza Park/Sports Complex - 2.0mi • Tiara Street Park - 1.8mi • Whitnall Highway Park-1.5mi • Valley Park-1.5mi • Larry L Maxam Memorial Park-1.1mi • Randolph Foy Park-1.5mi • Maple Street Playground • Gross Park - 1.6mi • Vickroy Park - 1.9mi • Robert E Lundigan Park-1.5mi • Verdugo Mountain Park- 1.6mi • Brace Canyon Park- 2.1mi <p>There are no identified wildlife or waterfowl refuges of national, state, or local significance, or land from a historic site of national, state, or local significance.</p>		<input type="checkbox"/>
<p>Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No, there are NO properties under Section 4(f) anywhere on Bob Hope Airport Property.</p>	<input type="checkbox"/>	

	YES	NO
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>This project will not affect or impact any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds.</p>	<input type="checkbox"/>	

5-2.b(3) Threatened or Endangered Species

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>Per consultation with the US Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPAC) database, the following threatened/endangered species are known, although the Airport is not identified as a critical habitat:</p> <ol style="list-style-type: none"> 1) California Condor (Endangered) 2) Coastal California Gnatcatcher (Threatened) 3) Nevin's Barberry (Endangered) <p>No California Department of Fish and Wildlife's State-listed species from the quad list relevant to the Airport are known to be found on or near the airport, based upon observation conducted for the Airport's most recent Wildlife Hazard Assessment, conducted in 2012.</p>		<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>This project does not affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act. The endangered species identified in the Wildlife Hazard Assessment, are located in a five mile radius around the Airport and no nesting/foraging habitat is present at the Airport.</p>	<input type="checkbox"/>	

	YES	NO
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The project area consists of a combination of paved area used for Remain Overnight parking, in addition to a previously disturbed, vacant expansion parcel. This expansion parcel consists of compacted dirt and from the demolition of the previous structure and pavement that occupied the property. Vegetation has not been permitted to grow, and the parcel remains an unattractive habitat for nesting birds. This project does not have the potential to effect birds protected by the Migratory Bird Treaty Act.</p>	<input type="checkbox"/>	

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The project area does not contain resources protected by the Fish and Wildlife Coordination Act. No streams or water bodies are present within the proposed project area.</p>	<input type="checkbox"/>	[gJ]
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>There are no wetlands or other waters of the U.S. in or near the project area. There are artificial lakes/reservoirs and "natural" watercourses that are now channelized and highly managed. Primary among the watercourses are the Los Angeles River to the south and its tributary, Tujunga Wash, to the west. The Burbank Western Channel, to the east is also tributary to the Los Angeles River. The Pacoima Wash to the west is tributary to Tujunga Wash. All of these drainages are channelized, with perennial flow maintained by urban runoff. None of these water are in or near the project area.</p>	<input type="checkbox"/>	[Z]
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Historical knowledge and a field delineation was conducted to determine the absence of wetlands or other waters of the U.S. Under Section 303(d) of the Clean Water Act, the closest 303d Listed and Impaired Waters of the USA is 5,094 square meters from the project area.</p> <p>https://databasin.org/maps/new#datasets=53f72f00668848f48e6ebfd7d99ad05b</p>	[Z]	<input type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>There are no wetlands present in or near the project area, therefore, the project will not result in impacts, directly or indirectly.</p>	<input type="checkbox"/>	[Z]

<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>This project does not include dredged or fill material discharge into waters of the United States, including wetland, therefore, it is not subject to USACE Clean Water Act Section 404 permit requirements.</p>	<input type="checkbox"/>	
c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The project will be located in a minimal flood hazard area, located within Flood Zone X (unshaded), as shown in the attached current Federal Emergency Management Agency (FEMA) Map, Exhibit A.</p>	<input type="checkbox"/>	IZI
d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The project will not occur in or impact a coastal zone, the closest Coastal Zone (Pacific Palisades) is 15.2 miles from the Airport.</p>	<input type="checkbox"/>	
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The Coastal Barrier Resources Act does not apply to the Pacific Coast.</p>	<input type="checkbox"/>	
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>A National Marine Sanctuary is not located in or near the project area or the Airport. The nearest National Marine Sanctuary is Channel Islands National Marine Sanctuary (approximately 90 miles from the Airport).</p>	<input type="checkbox"/>	
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p>	<input type="checkbox"/>	

There are no Wilderness Areas located in or near the project area. The closest Wilderness Area is the Los Angeles National Forest, located more that 5 miles from the Airport.		
g. Farmland	YES	NO
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project. Per the United States Department of Agriculture, as well as the State of California Department of Conservation, the land found on and surrounding the airport is classified as Urban Land.	<input type="checkbox"/>	
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. This project does not include the acquisition and conversion of farmland.	<input type="checkbox"/>	
h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations? Temporary increase of recycled water use. Potable water will not be used on this project. Construction vehicles and equipment will consume petroleum products such as gasoline and diesel. Natural resources to be used will consist of aggregate (to be a part of both base and asphalt), binder oil, and water as needed for dust control during construction.	<input type="checkbox"/>	<input type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? The project will not affect aircraft or vehicle traffic patterns. The work will be conducted during the night shift after the last air carrier operation, not impacting traffic patterns for General Aviation. The Airport has a voluntary curfew for Air Carriers; they have agreed not to schedule flights between 10:00 p.m. and 7:00 a.m.	<input type="checkbox"/>	
i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? The closest wild and scenic river is "Piru Creek" located 28 miles from the Airport. https://www.rivers.gov/rivers/piru.php	<input type="checkbox"/>	

<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>The project will not affect the river or an area within 1/4 mile of its ordinary high water mark.</p>	<input type="checkbox"/>	12)
j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>206,000 sf. of asphalt, at an existing 4-inch depth, will be milled and temporarily stored on-site. Millings will be disposed off-site to an approved recycling or city-owned facility accepting this type of waste. Solid waste will not adversely affect human health or the environment.</p>	<input type="checkbox"/>	12)

5-2.b(S) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The project is fully contained within Airport property and is inaccessible to the public, protected by security fencing. The project area has previously been and will continue to be intended for the use of airport purposes. The established community will continue to interact with the airport and its activities in the same manner as is currently done. As airport-owned property, there are no planned developments that would be in conflict with the project. The project maintains compatibility with the City of Burbank's General Plan 2035, which designates the parcel as "airport land use" and maintains that designation "to accommodate uses directly related to the airport and aircraft operation including landing fields, passenger and freight facilities, and facilities for fabricating, testing, and servicing aircraft," the latter of which reasonably encompasses storage between aircraft uses.</p>	<input type="checkbox"/>	12)
<p>Are residents or businesses being relocated as part of the project?</p> <p>This project is located within Airport property and no residents or businesses will be affected.</p>	<input type="checkbox"/>	12)

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>The EPA's Environmental Justice Screening and Map Tools shows minority and low income polulations near the project area. The following Census Tracts have minority and/or low-income populations which are located within the vicinity of the Airport: 06037123020, 06037123103, 06037311100</p>	C8J	<input type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The proposed project is within airport propert boundaries and would not affect the minority and/or low-income populations located off airport property.</p>	<input type="checkbox"/>	C8J

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>This project is located within Airport fence line and will not cause an increase in surface traffic congestion or cause a degradation of level of service. The project will be conducted during the night shift.</p>	<input type="checkbox"/>	C8J
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>The proposed project is within airport property boundaries and would not affect the minority and/or low-income populations located off airport property.</p>	<input type="checkbox"/>	C8J

5-2.b(S) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The project will be conducted during the night shift. The project will not result in an increase in aircraft operations, nighttime operations, or changes in aircraft fleet mix.</p>	<input type="checkbox"/>	C8J

	YES	NO
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The AOA fence will be relocated approximately 170 feet north of the current fence line. The expansion will increase the size of the Ramp by approximately 87,000 square feet, to a total of approximately 293,000 square feet.</p>		<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>The FAA's Terminal Area Forecast (TAF) indicates operations above those stated, however, the proposed project will not result in a change in operations.</p>		<input type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis is not required for this project. Only temporary noise impacts will occur in association with the use of construction vehicles and equipment.</p>	<input type="checkbox"/>	
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project will not have a significant impact on noise levels over noise sensitive areas within the 65+ DNL noise contour. The existing Delta Ramp falls outside the current 65+ DNL contour. Current contour maps are updated quarterly. No change in aircraft operations, nor the type of use the ramp will receive when rehabilitated and expanded (which is primarily overnight parking/storage for powered-down aircraft), is proposed under plus-project conditions.</p>	<input type="checkbox"/>	

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>This project is located in the nonattainment - Los Angeles County.</p> <p>Criteria pollutants are:</p> <p>Lead (2008) - Los Angeles County-South Coast Air Basin, CA</p> <p>PM-2.5 (1997) - Los Angeles-South Coast Air Basin, CA - (Moderate)</p> <p>PM-2.5 (2006) - Los Angeles-South Coast Air Basin, CA - (Severe)</p> <p>PM-2.5 (2012) - Los Angeles-South Coast Air Basin, CA - (Moderate)</p> <p>8-Hour Ozone (2015) - Los Angeles-South Coast Air Basin, CA- (Extreme)</p>		<input type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>The proposed project is listed on the Federal Presumed to conform Actions list under General Conformity, Federal Register (Volume 72, No. 145), dated July 30, 2007 [Item 3 - Non-Runway Pavement Work].</p>		<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The project includes expansion of a ramp/apron area that serves as overnight aircraft parking, primarily for airline operations, with occasional use when military operations require use of the Airport. Currently, during periods of irregular operations, such as when maintenance issues occur or when large military support aircraft are present, available overnight parking to support a smooth operations program becomes constrained. The purpose of the ramp expansion is to allow flexibility so that scheduled operations are unimpacted by irregular or transient military operations. The Airport's capacity is ultimately governed by our 14-gate terminal, runway length, taxiway design group ratings, and our voluntary curfew. These factors, and the Airport's capacity, are not proposed for revision. Rather, the expanded ramp space will allow better service of existing scheduled operations when irregularities in the operations program occur.</p>	<input type="checkbox"/>	

	YES	NO
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>This project will use equipment approved/permitted by the California Air Resources Board (CARB).</p>	<input type="checkbox"/>	[SJ]

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>This project does not disturb any water resources, groundwater is approximately 200 feet below surface. There are no water bodies within the project area.</p>	[SJ]	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The project will not impact any water sources during construction or operations. The Airport has a Storm Water Pollution Prevention Plan as part of the NPDES, Industrial General Stormwater Permit issued by the State Water Resources Control Board and Regional Water Quality Control to prevent ellicit discharges from industrial activities. This project will also file for an NPDES, Construction General Permit and submit a Storm Water Pollution Prevention Plan with the States Regional Water Boards.</p>	<input type="checkbox"/>	[SJ]
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The project will not increase the amount or rate of stormwater runoff during construction or operations. The work will be done by sections during dry weather only. Best Management Practices will be utilized to control erosion and sediment runoff.</p>	<input type="checkbox"/>	[SJ]
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>This project does not have the potential to violate federal, state, tribal, or local water quality standards, as established under the Clean Water and Safe Drinking Water Acts since the project will not impact water sources during construction or operations, and will not increase or the amount, rate, or direction of stormwater runoff.</p>	<input type="checkbox"/>	[SJ]

	YES	NO
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>Yes, an NPDES permit for General Permit for Discharge from Construction Activities is required. A permit from the California State Water Resources Control Board, 2009-0009-DWQ Construction General Permit, will be required before construction.</p>	[:g]	<input type="checkbox"/>

5-2.b(II) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The intended use of the rehabilitated, expanded ramp is to facilitate greater flexibility in accommodating different operations mixes for overnight storage. Noise will not be significantly increased, nor will the noise contours change, due to: 1) Aircraft remaining overnight are powered down while stored. 2) The existing use of the Delta Ramp is similar in nature. 3) This project is not intended to increase the airport's capacity, only flexibility in parking arrangements. 4) No operational changes, particularly to landing and departing aircraft, will occur.</p>	<input type="checkbox"/>	[:g]

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The project, which falls fully within the City of Burbank, is consistent with the City of Burbank's General Plan 2035 and the policies contained therein, the City of Burbank's land use designations, and the City's zoning code, which designates the parcel as and "Airport Use." Further, the airport has adopted a Pavement Management System used for the identification and prioritization of airport pavement for scheduled rehabilitation to maintain a state of good repair. The rehabilitation section of the Delta Ramp is consistent with a "high" priority for rehabilitation, exhibiting a Pavement Condition Index (PCI) of 61. The minimum recommended PCI for airfield pavement sections ("critical PCI") is 70.</p>	<input type="checkbox"/>	[:g]

	YES	NO
<p>Is the project incompatible with surrounding land uses?</p> <p>The project is surrounded by a combination of other designated "Airport Use" land uses, as well as Industrial uses in the neighboring City of Los Angeles. While the project is proximate to residential land uses, the use of the project area, relative to existing conditions, will remain consistent with the current use of the Delta Ramp, and thus maintains a similar degree of compatibility to what is currently exhibited.</p>	<input type="checkbox"/>	[8J]

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>Work will be done during the nighttime hours and light will be required. Light towers will be set up away from the tower and residents in order to eliminate light impacts (annoyance) and construction effects. Upon project completion, light impacts will be similar to the present day.</p>	<input type="checkbox"/>	[8J]
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The 206,000 SF of the project will not affect the visual characteristics of the proposed area. The project is a mill and overlay on an existing asphalt ramp. The 87,000 SF of the project is soil which will be covered in asphalt as part of the Delta Ramp expansion.</p>	<input type="checkbox"/>	[8J]
b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>The project vehicles and equipment may contain petroleum-based fuels and lubricants that are classified as hazardous materials and asphalt is classified as a hazardous material. Best Management Practices will be utilized to reduce and prevent release of these materials.</p>	[8J]	<input type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>Construction will take place to mill and fill existing asphalt pavement. The project area is not located in EPA's superfund database or EPA's site Specific National Cleanup Databases.</p>	<input type="checkbox"/>	[8J]

<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>This project does not involve land acquisition.</p>	<input type="checkbox"/>	[g]
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>Disposal of asphalt will be sent to an approved waste site facility.</p>	[g]	<input type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>There was no public involvement or notification prior to this CatEx request. A CEQA NOE will be filed with the Los Angeles County Recorders Office at least 30 days before the project start date.</p>	<input type="checkbox"/>	[g]

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>The expanded ramp will allow flexibility in overnight aircraft parking configurations, particularly to accommodate maintenance or military-related irregular operations, but will not increase the volume of activity at the airport itself.</p>	<input type="checkbox"/>	[g]
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>No cumulative projects are proposed that are intended to alter flight operations or the capacity of the airport. Rather, cumulative projects will increase the safety and flexibility of Airport operations within these constraints. Thus, this project, which consists of rehabilitating a ramp currently used for identical purpose, plus an expansion to allow for flexibility in accommodating parking for different mixes of aircraft, carries no significant nexus with other proposed projects in terms of cumulative impacts.</p>	<input type="checkbox"/>	[g]

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

The only permit required for this project will be the NPDES General Construction Permit. The Airport will file for a Stormwater permit before the construction date.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for aCATEX.

The Airport will apply Best Management Practices which will be included in the Stormwater Pollution Prevention Plan in the General Construction Permit to avoid, reduce and mitigate environmental impacts from this project.

Preparer Information

Point of Contact: Maggie Martinez	
Address: 2627 N. Hollywood Way	1
Phone: 818.729.2226	Email Address: mmartinez@bur .org

Signature: _ _ _ _ _ Date: 02/11/2020

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Aaron Galinis	
Address: 2627 N. Hollywood Way City: Burbank	State: CA Zip Code: 91505
Phone Number: 818.840.8840	Email Address: agalinis@bur.org
Additional Name(s): Maggie Martinez	Additional Email Address(es): mmartinez@bur.org

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: - • - 1/4G _ Date: 02/11/2020

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Project Title:

D No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:)

O..An Environmental Assessment (EA) is required.

O..An Environmental Impact Statement (EIS) is required.

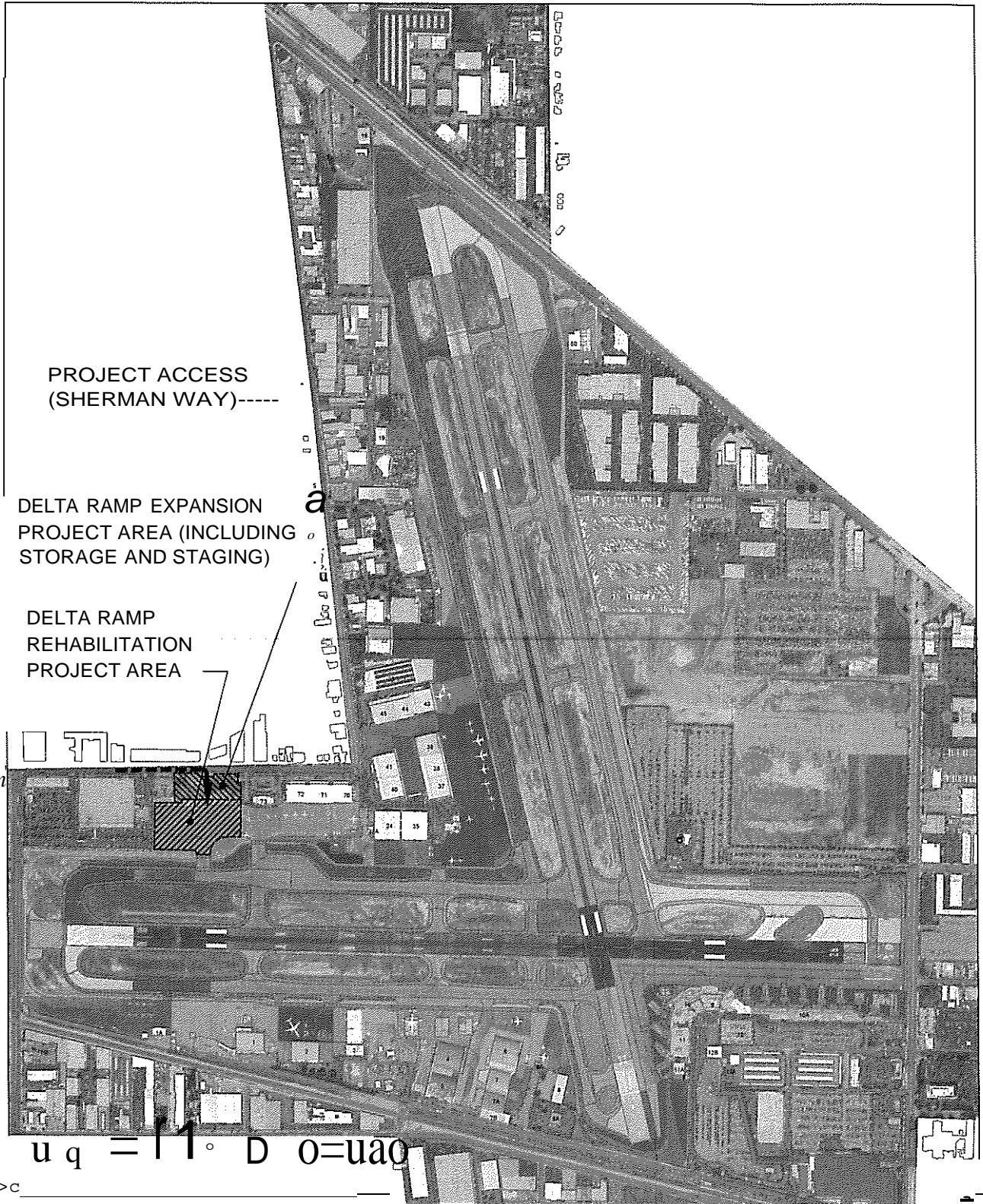
☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name:

Title:

Responsible FAA Official

Signature: _____ Date:



BURBANK-GLENDALE-PASADENA AIRPORT
AUTHORITY
DELTA RAMP CATEX EXHIBT

is for use in administering the National Flood Insurance Program. It necessarily identify all areas subject to flooding, particularly from local sources of small size. The community map repository should be kept possible updated or additional flood hazard information.

more detailed information in areas where Basic Flood Elevations for floodways have been determined, users are encouraged to consult Profiles and Floodway Data and/or Summary of Specialized Elevations for more information. The Floodway Data and Profiles provide additional information about the floodway elevations that FEMA requested from the BFEs shown on the FIRM representing whole-lake elevations. These BFEs are intended for flood insurance purposes only and should not be used as the sole source of the flood information. Accordingly, flood elevation data presented in the FIS may be utilized in conjunction with the FIRM for purposes of determining under floodplain management.

Base Flood Elevations shown on this map apply only to landward of the Outer Margin of Flood (NAD 83). Elevation is based on the National Vertical Datum of 1988 (NAD 83). The Flood Insurance Study report for Silverwater, Elevations table in the Summary of Silverwater Elevations. Elevations shown in the Summary of Silverwater Elevations should be used for construction and/or floodplain management purposes are higher than the elevations shown on this FHMA.

The floodways were computed at cross sections and interpolated of the floodways. The floodways were based on hydraulic considerations to requirements of the National Flood Insurance Program. Floodway for other pertinent floodway data are provided in the Flood Insurance Study for this jurisdiction.

was not in Special Flood Hazard Areas may be protected by flood insurance. In order to determine if a property is in a Special Flood Hazard Area, refer to Section 24 "Flood Protection Measures" of the Insurance Study report for information on flood control structures and insurance.

ation Services
GS12
odinic Survey
92032
West Highway
9, MD 20010-3202

information shown on this FIRM was derived from U.S. Geological Survey
Aerial Photographs produced at a scale of 1:12,000 from photography
produced or later than National Geospatial Intelligence Agency products

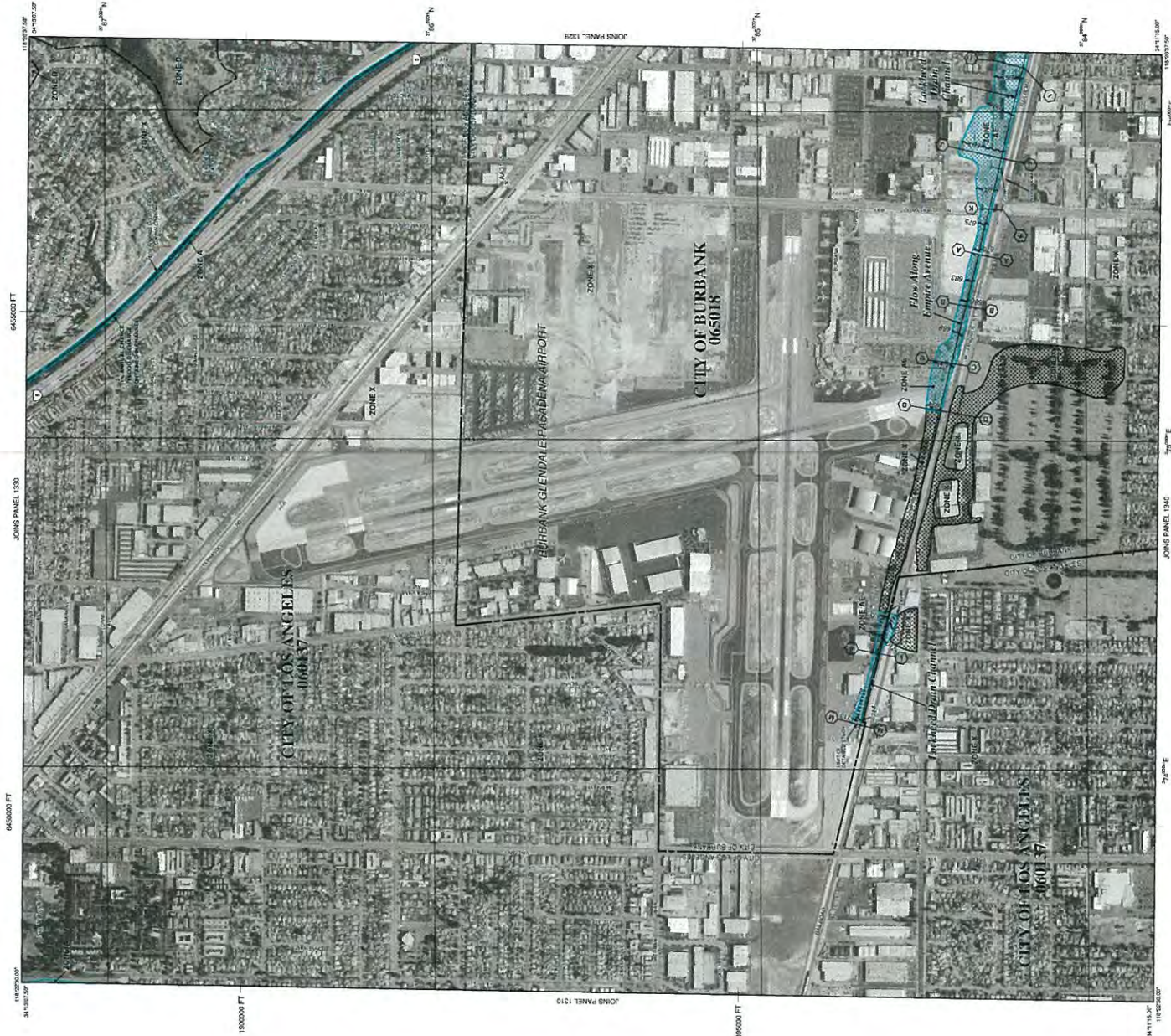
reflects more detailed and up-to-date stream channel configurations shown on the previous FIRM for this jurisdiction. The floodplains displays that were transferred from the previous FIRM may have been in conformance to these new stream channel configurations. As a Flood Profile and Floodway data tables in the Flood Insurance Studies (which contains authoritative hydraulic data) may reflect stream features that differ from what is shown on this map.

limits shown on this map are based on the best data available at publication. Because changes due to annexations or de-annexations occurred after this map was published, map users should contact community officials to verify current corporate limit locations.

FEMA Map Service Center at 1-800-358-9820 for information on products associated with this FHMA. Available products may include Flood Insurance Study report, Flood Insurance Rate Map, and Flood Hazard Identification Map. For more information on the products and services available, visit the FEMA Map Service Center website at <http://www.fema.gov>.

FEMA website at <http://www.fema.gov>.

1



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHMA) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100 year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include: Zones A, AE, AO, AH, A99, V and VE. The Base Flood Elevation is the mean surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevation determined.

ZONE AE	ZONE AH	ZONE AO	ZONE AR
Base Flood Elevations determined.	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.	Flood depths of 1 to 3 feet (usually sheet flow on sloping lands); average depths determined. For areas of shallow fan flooding, vehicles also determined.	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently removed.

ZONE A50	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no base flood elevations determined.	Zone A50: coastal zone with velocity hazard (wave action); no base flood elevations determined.	Coastal flood zone with velocity hazard (wave action). Base Flood Elevation determined.
ZONE V			
ZONE VE			

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS


ZONE X	<p><input type="checkbox"/></p> <p>Areas of 0.2% annual chance flood: areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.</p>
OTHER AREAS	<p>Areas determined to be outside the 0.2% annual chance floodplains.</p> <p>Areas in which flood hazards are undetermined, but possible.</p>
ZONE X	
ZONE D	

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
1% annual chance floodplain boundary
0.2% annual chance floodplain boundary

Figure 1 illustrates the flood hazard analysis model. The diagram shows a cross-section of a river channel and its surrounding floodplain. The channel is divided into three distinct zones: Zone D (left), Zone C (middle), and Zone B (right). The boundary between Zone D and Zone C is marked as the 'Floodway boundary'. The boundary between Zone C and Zone B is marked as the 'Zone D boundary'. The boundary between Zone B and the floodplain is marked as the 'Special Flood Hazard Areas of different base Flood Elevations, flood depths or flood velocities'. The floodplain is labeled 'Floodplain'. The channel bed is labeled 'Channel bed'. The water surface is labeled 'Water surface'. The diagram also shows 'Flood elevation line and value' and 'Flood elevation line'.



 Referred to the North American Vertical Datum of 1988 (NAVD 88)

 Cross section line

 Transect line

 Geographic coordinates referred to the North American Datum of 1983 (NAD 83)

 41°43'30" 30°12'30"

475700N	1000-meter Universal Transverse Mercator grid values, zone 11.
6000000 FT	500-foot grid id#s: California State Plane coordinate system, V zone (NPSZONE 0405), Lambert, Conoidal Conic
DX5C10 X	Search mark (see explanation in Notes to Users section of this F101B panel)
M1.5	Star Size

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
December 30, 2019

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

FIRM

PANEL 1328F

**FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS**

PANEL 1328 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINING:
COMMUNITY NUMBER PANEL SUFFIX

ADDRESS	CITY	STATE	ZIP
REPUBLIC CITY OF	REPUBLIC CITY	MO	64601
100 W. 11TH ST.	REPUBLIC CITY	MO	64601

house in line. The Map Number shown below should be used when placing map orders; the Community Number above should be used on insurance applications for the subject community.

06037C1328F
EFFECTIVE DATE
SEPTEMBER 26, 2008
Federal Emergency Management Agency

EXHIBIT O

Airport Authority, Significant milestone reached as Airport Authority awards Program Management Services contract for the Replacement passenger terminal project
(Nov. 4, 2019)



Hollywood
Burbank
Airport

ELEVATE BUR

[Welcome](#)[The Agreement](#)[Elevate BUR](#)[What's Next](#)[Benefits](#)[Documents](#)[FAQ](#)[Charrette Workshops](#)

BID Opportunities

Significant milestone reached as Airport Authority awards Program Management Services contract for the Replacement passenger terminal project

November 4, 2019



The Burbank-Glendale-Pasadena Airport Authority Commission voted 9-0, to award a Professional Services Agreement (Agreement) to [AECOM](#) Technical Services, Inc., (AECOM) for program management services associated with the replacement passenger terminal project, now known as “[Elevate BUR.](#)”

The Agreement has a seven-year duration, is Task Order based, and has a contract limit of \$45,000,000. Each Task Order, including the specific services to be provided, along with the compensation limit for such services, will be subject to Commission approval.

In addition, the Commission approved the authorization of four initial Task Orders in an amount not-to-exceed \$5,381,611. The services and expenditure limits for these initial Task Orders are as follows:

- Task Order 1: Project Management Office Staffing, \$2,896,618
- Task Order 2: Preparation of a Program Definition Manual, \$1,674,978
- Task Order 3: Preparation of a Program Charter and Program Management Manual \$475,161

[Privacy](#) - [Terms](#)

- ♦ Task Order 4: Progressive Design Builder Procurement Documents Preparation and Selection Process Support \$334,854

The competitive selection process for the Program Management Services was undertaken following Federal Aviation Administration guidelines. AECOM will begin to provide these services immediately.

News

Draft Environmental Impact Statement

The Draft Environmental Impact Statement (Draft EIS) was published in the federal register on Friday, August 21, 2020. The comment period for the Draft EIS starts on August 21, 2020 and ends on October 27, 2020. To see an electronic c...

[Read more](#) ▢

Significant milestone reached as Airport Authority awards Program Management Services contract for the Replacement passenger terminal project

The Burbank-Glendale-Pasadena Airport Authority Commission voted 9-0, to award a Professional Services Agreement (Agreement) to AECOM Technical Services, Inc., (AECOM) for progr...

[Read more](#) ▢



INDUSTRY DAY

October 30,2019

PRESENTATION ☐

SIGN-IN SHEET ☐

STAY INFORMED

Get progress reports about the replacement terminal and airport improvements.

EMAIL

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ATTACHMENT B

ATTACHMENTS TO THE STUDIO CITY FOR QUIET SKIES LETTER

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Exhibit 1

FAA DEIS GROWTH PROJECTIONS VS. ACTUAL GROWTH TO 2019,
FOLLOWED BY GROWTH AT AVERAGE 5-YR GROWTH RATE OF 9.4% (2015-2019)

YEAR	FAA TOTALS	GROWTH	2019 actual Actual 2019	growth rate 2019 growth	apply average 5-yr gr rate to 2019 ACTUAL
2014	1916918				
2015	1960137	2%			
2016	2033474	4%			
2017	2304618	13%			
2018	2620798	14%			
2019	2795316	7%	2987495	14%	2987495
2020	2853064	2%			3268320
2021	2905975	2%			3575542
2022	2953939	2%			3911642
2023	2997570	1%			4279337
2024	3037801	1%			4681595
2025	3077252	1%			5121664
2026	3116399	1%			5603101
2027	3156835	1%			6129792
2028	3199303	1%			6705993
2029	3243118	1%			7336356
GREEN ACTUAL					
YELLOW/ FAA PROJECTIONS					
5-YR growth					47%
average of 2014-2019 growth					9.4%

Apply average 9/4% growth to 2019 actual projections:

APPENDIX A



STUDIO CITY FOR QUIET SKIES

February 28, 2019

OFFICIAL COMMENTS ON BURBANK'S NEW EXPANDED TERMINAL

COMMENT ONE OF TWO COMMENTS (WITHOUT EXHIBITS)

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.

*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

APPENDIX A

"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 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, 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.

*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

APPENDIX A

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.

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 (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);

APPENDIX A

-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 (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.

*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.

*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

APPENDIX A

southern track at the noise corridor of the 101 freeway, consistent with requests by the City of LA.

*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).

*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).

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>.

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

APPENDIX A

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.

*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.

APPENDIX A

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

APPENDIX A

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.

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:

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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:

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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 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).

-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).

*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).

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***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).

***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).**

***Transfer or shift some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.**

***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.**

***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.**

***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.**

SUBMITTED BY:

Kimberly Turner

APPENDIX A

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STUDIO CITY FOR QUIET SKIES

APPENDIX A

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

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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

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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

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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

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STUDIO CITY FOR QUIET SKIES

FEBRUARY 28, 2019

OFFICIAL COMMENTS RE CEQA/FEIR UNDERLYING BURBANK'S NEW EXPANDED TERMINAL

COMMENT TWO OF TWO COMMENTS (WITHOUT EXHIBITS)

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

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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).

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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:

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- 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

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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.)

SUBMITTED BY:

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Kimberly Turner
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STUDIO CITY FOR QUIET SKIES

ATTACHMENT C

VIRTUAL PUBLIC HEARING TRANSCRIPT

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In the Matter of:

Bob Hope Hollywood Burbank Airport

TRANSCRIPT OF VIRTUAL PUBLIC HEARING

September 24, 2020

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT
PROPOSED REPLACEMENT TERMINAL PROJECT
ENVIRONMENTAL IMPACT STATEMENT

--oOo--

VIRTUAL PUBLIC HEARING
THURSDAY, SEPTEMBER 24, 2020
6:00 P.M. - 9:02 P.M.

REPORTED BY:
AMY P. SMITH
CSR #12154

Job No. 76324

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A P P E A R A N C E S

PUBLIC HEARING OFFICIAL:

BRIAN ARMSTRONG, MANAGER, FAA,
AIRPORT SAFETY & STANDARDS

PROJECT MANAGER, ENVIRONMENTAL IMPACT SPECIALIST:

EDVIGE MBAKOU, ENVIRONMENTAL PROTECTION
SPECIALISTS, LOS ANGELES
AIRPORT DISTRICT OFFICE,
FAA

ENVIRONMENTAL PROTECTION SPECIALIST:

MICHAEL LAMPRECHT, OFFICE OF AIRPORTS

COURT REPORTER:

AMY P. SMITH, CSR 12154

1 THURSDAY, SEPTEMBER 24, 2020; CALIFORNIA

2 6:00 P.M.

3 --oOo--

4

5 MR. ARMSTRONG: Good evening, ladies and gentlemen.

6 I just want to welcome you to the virtual public

7 hearing.

8 We are waiting for more attendees to join,

9 and then we will get started soon. Please be patient

10 with us, and just a moment.

11 Okay. We are waiting just a few more moments

12 to see if others log in. We had a number of folks

13 registered, and they're not all logged in yet. So stand

14 by for just a moment, please.

15 Okay. Well, we've reached our point in time.

16 So without further ado, we want to go ahead and get

17 going.

18 Good evening, ladies and gentlemen.

19 I want to start by thanking you for joining

20 us for this virtual public hearing tonight. The subject

21 of this hearing is the Draft Environmental Impact

22 Statement, or Draft EIS, for the Proposed Replacement

23 Terminal Project at Bob Hope Airport, or as some of you

24 know it, the Hollywood Burbank Airport.

25 My name is Brian Armstrong, and I am the

1 manager of the Federal Aviation Administration Airport
2 Safety & Standards Branch here in the Northwestern
3 Pacific Region. I am serving as the public hearing
4 official tonight.

5 Also with me are a couple of our technical
6 experts on this project. I will ask them to introduce
7 themselves.

8 Edvige, would you like to go ahead.

9 MS. MBAKROUP: Sure, Brian. Thank you.

10 My name is Edvige Mbakoup, and I am the
11 environmental protection specialist -- one of the
12 environmental protection specialists here at the
13 Los Angeles Airport District Office of FAA. And I'm the
14 project manager of the EIS.

15 MR. ARMSTRONG: Thank you.

16 Michael.

17 MR. LAMPRECHT: Good evening. My name is Michael
18 Lamprecht, and I'm an environmental protection
19 specialist in headquarters in the Office of Airports.

20 MR. ARMSTRONG: Thank you for that.

21 And also with us we have a stenographer who
22 is making a formal record of this hearing.

23 Amy, would you like to introduce yourself.

24 MS. SMITH: Hi. My name is Amy Smith, and I'm a
25 court reporter licensed in the State of California.

1 MR. ARMSTRONG: Okay. Thank you, Amy.

2 We have others working in the background
3 also. I will give you more information on this later in
4 the -- in these opening remarks.

5 This public hearing is a requirement of the
6 National Environmental Policy Act, or NEPA process.

7 Participants who speak today will be able to
8 provide testimony that will be recorded as oral comments
9 on the draft EIS. Written comments may be submitted to
10 the FAA through the project website at
11 "www.BobHopeAirportEIS.com" and via U.S. mail.

12 Yesterday during the public workshop, the
13 question was asked if comments could be sent to our
14 address through UPS, FedEx or other similar services.
15 The answer to that question is "yes."

16 The address for those deliveries is the same
17 as for the U.S. mail. The mailing address is being
18 shown on the screen -- or will be later shown on the
19 screen. It is also provided on the website and on the
20 cover of the draft EIS.

21 The public comment period on the draft EIS
22 was scheduled to close on Monday, October 5th, 2020.
23 However, the comment period is being extended until
24 5:00 p.m., Pacific Daylight Time, on October 27th, 2020.
25 Comments must be received by that time and date.

1 In accordance with FAA Order 10501.F, we have
2 provided the following language in our notice for this
3 public hearing. The notice contains important
4 information, and this portion warrants repeating.

5 The FAA encourages all interested parties to
6 provide comments concerning the content of the Draft
7 EIS. Comments should be as specific as possible and
8 address the analysis of potential environmental impacts
9 and the adequacy of the proposed action or merits of
10 alternatives and the mitigation being considered.

11 Reviewers should organize their participation
12 so that it is meaningful and makes the Agency aware of
13 the viewer's interest and concerns using the -- using
14 quotations and other specific references to the text of
15 the Draft EIS and related documents.

16 Matters that could have been raised with
17 specificity during the comment period on the Draft EIS
18 may not be considered if they are raised for the first
19 time later in the decision process.

20 This commenting procedure is intended to
21 ensure that the substantive comments and concerns are
22 made available to the FAA in a timely manner so that the
23 FAA has an opportunity to address them.

24 Before including your address, phone number,
25 e-mail address or other personal identification

1 information in your comment, be advised that your entire
2 comment, including your personal identifying
3 information, may be made publicly available at any time.

4 While you can ask us in your comment to
5 withhold from public review your personal identifiable
6 information, we cannot guarantee that we will be able to
7 do so.

8 We realize --

9 So now I'm going to move on to the agenda.

10 We realize that this public hearing would
11 normally be conducted in person. But given the COVID 19
12 public health emergency, we are holding this public
13 hearing virtually.

14 So before we get started, I want to outline
15 our agenda for today's hearing and tell you what you can
16 expect.

17 First, we have a pre-recorded presentation
18 that provides a brief background on the proposed project
19 and the need for process.

20 This recording -- recorded presentation is
21 about eight minutes long, and we will play it at the end
22 of my opening remarks.

23 Following the recorded presentation, we will
24 enter into the public comment portion of this hearing.

25 We are scheduled to conclude this public

1 hearing at 9:00 p.m., Pacific Time.

2 So we will now start the recorded
3 presentation.

4 (Whereupon, from 6:10 p.m. to 6:18 p.m., the
5 above-described video was played.)

6 MR. ARMSTRONG: Okay. Very good.

7 Now we are ready to begin the public comment
8 portion of our hearing.

9 Before we start, there are several ground
10 rules associated with providing testimony.

11 For all speakers who have pre-registered to
12 speak, we have put your names in order in which you
13 registered. We provided instructions to each of the
14 pre-registered speakers prior to this public hearing.
15 However, we will go over the process before we get
16 started.

17 Following all of the pre-registered speakers,
18 others who did not pre-register to speak will be given
19 an opportunity. You will do so by using the "raise
20 hand" feature in Zoom. I will provide further
21 instructions on that later.

22 The screen before you provides two important
23 pieces of information. The first is the upcoming list
24 of speakers. Again, the order of this list is based on
25 the order each person registered to speak. This list

1 will be updated throughout the hearing to prepare you
2 before your name is called.

3 The second item on the screen is our
4 countdown clock. After your name is called, the staff
5 behind the scenes will un-mute the speaker, and each
6 speaker will be given three minutes to speak.

7 Even though your name will be on the screen,
8 we will still require you to state and spell your name
9 at the beginning of your comments so that the public
10 record can be accurate. We will start your three
11 minutes after you have provided that information.

12 When the three minutes are over, the staff
13 will mute the speaker, and we will move on to the next
14 speaker. So please be brief in your remarks.

15 When the speaker has one minute left, you
16 will see a visual alert on the screen. Then there will
17 be another visual and audio alert when you have
18 30 seconds left before the time limit has elapsed.
19 Please manage your time appropriately.

20 If a speaker is not available when they are
21 called, they will be placed at the end of the list and
22 will be called once more before the end of the hearing.

23 We are recording this public hearing, and, as
24 you know, we have a stenographer listening who will
25 prepare a transcript of the hearing.

1 Because this is part of the NEPA process, it
2 is important to note that each of the comments provided
3 by a speaker will become part of the official report.

4 The role of the Federal Aviation
5 Administration at this public hearing -- hearing is to
6 listen to testimony. Under the NEPA process, a public
7 hearing is not an open forum for discussion and is not a
8 question-and-answer session.

9 So please understand that we will not be
10 responding to any questions or comments during this
11 hearing. All substantive comments made today will
12 receive a response in the Final Environment Impact
13 Statement.

14 The FAA anticipates publishing the Final
15 Environmental Impact Statement in late 2020 or early
16 2021. And we anticipate issuing the FAA's NEPA decision
17 document at that time.

18 We are ready to begin the speaking portion of
19 this hearing. So I will call on the first speaker.

20 Stacey Slichta. And I apologize if I
21 mispronounce any complicated names.

22 Is Stacey with us?

23 MR. LAMPRECHT: Brian, it looks like she hasn't
24 signed in yet.

25 MR. ARMSTRONG: She is not signed in yet. Thank

1 you.

2 Okay. We will -- we'll move on.

3 Suellen Wagner.

4 MS. WAGNER: Hello. It's Suellen Wagner.

5 MR. ARMSTRONG: Suellen. Okay. Excuse me.

6 MS. WAGNER: And it's spelled correctly there,

7 S-u-e-l-l-e-n W-a-g-n-e-r.

8 MR. ARMSTRONG: Thank you.

9 MS. WAGNER: Studio City For Quiet Skies. Part 1

10 of Studio City for Quiet Skies.

11 Last night Mr. Armstrong stated the purpose

12 and need is to improve safety at the airport. That's

13 the primary objective.

14 But FAA's replacement terminal project

15 addresses only those safety issues that are related to

16 the location of the terminal building.

17 Other serious safety concerns on the airfield

18 and immediately adjacent to the airport are not part of

19 the project and will not be corrected. This is stunning

20 and egregious.

21 The runway safety area and obstacle-free zone

22 at departure and of Runway 15 are being ignored, as is

23 Taxiway G realignment.

24 Currently, Burbank is not in compliance, and

25 this will still be the case when the new replacement

1 terminal opens. The result will be a safe terminal
2 building situated on an unsafe airfield. There must be
3 a 200-foot obstacle-free zone beyond the physical end of
4 every runway.

5 FAA must direct Burbank to bring the south
6 departure end of Runway 15 into compliance with these
7 minimum runway safety standards and install an
8 engineered material arresting system, EMAS, to offset
9 the lack of the required Congressionally mandated 1,000
10 foot long runway protection zone beyond the physical end
11 of the runway.

12 The current runway obstacle-free zone for
13 Runway 15 is penetrated by a blast fence, sidewalk,
14 K-rail, Empire Avenue, vehicle parking lot and one of
15 the busiest mainline railroad corridors in the country.

16 The runway safety area is defined by FAA to
17 be 250 feet from the center line of each runway. The
18 runway safety area for the existing terminal, as shown
19 on the airport layout plan, is just 125 feet from the
20 center line of the runway.

21 Currently, Burbank uses a long-standing
22 unsafe practice of allowing aircraft to land and depart
23 while aircraft are pushing back from the terminal or
24 taxiing alongside the building, which is too close to
25 both runways.

1 Standard practice at all airports, except
2 Burbank, is to consider any aircraft closer than 250
3 feet to any active runway that's been cleared for
4 arrivals or departures as a runway incursion that
5 triggers an investigation by FAA of reprimands for the
6 controllers, pilots or ground crews that caused it.

7 Until this serious safety violation is
8 corrected, FAA must enforce its own requirements and not
9 allow aircraft for arrival or departure on any runway at
10 Burbank while aircraft are closer than 250 feet to the
11 center of any runway.

12 It is shameful that the FAA routinely
13 violates its own basic safety procedures at Burbank on a
14 daily basis. And, yet, it argues it cannot create an
15 R-now (phonetic) departure or turn departures westerly,
16 north of the 101 freeway because they conflict with
17 Runway 8 arrivals.

18 Kim Turner will continue shortly with the
19 rest of our comments from Studio City For Quiet Skies.

20 MR. ARMSTRONG: Thank you.

21 Heather Robb?

22 Okay. So I understand that Heather Robb is
23 not signed in. So we'll move on to Kimberly Turner.

24 MS. TURNER: Hi, yes. I'm Kimberly Turner.

25 MR. ARMSTRONG: Can you please spell your -- your

1 full name?

2 MS. TURNER: Yes. K-i-m-b-e-r-l-y, Turner,
3 T-u-r-n-e-r.

4 MR. ARMSTRONG: Thank you.

5 MS. TURNER: Hi. I'm from Studio City for Quiet
6 Skies.

7 First, just because FAA repeats over and over
8 that the terminal is not tied to the flight path does
9 not make it true.

10 Our elected officials must take action. Like
11 Speaker 2, my comments focus on safety of the entire
12 airport and airfield, not just the safety of the
13 terminal.

14 According to Mr. Wong's comment yesterday,
15 quote, "This project will resolve the safety issues at
16 the airport related to the terminal," end quote.

17 That is not good enough. Burbank voters
18 voted for a safer airport, not merely a safer terminal.

19 Along with runway fixes, realignment of
20 Taxiway G must be included as part of the replacement
21 terminal project. Taxiway G is currently too close to
22 Runway 1533 to allow jets to use it safely.

23 The project originally included fixing
24 Taxiway G, and it was approved by Burbank voters. After
25 Measure B approval, however, the airport eliminated this

1 component. Consequently, there will be no safe way for
2 aircraft leaving the terminal to access Runway 33 to
3 depart north until more than two years after the old
4 terminal is closed when Taxiway A can be expanded.

5 More jets and larger jets. In 2012, FAA
6 prepared a report in response to the FAA Modernization
7 and Reform Act regarding implementation of runway safety
8 areas at all airports stating, quote, "Several aviation
9 studies suggest that minor increases in traffic or
10 vehicular volume can cause an expedient increase in
11 runway safety risk," end quote.

12 The FAA's own words would dictate caution in
13 allowing continued increases in jet size and traffic.
14 But, in 2018, without safety analysis or approval from
15 FAA, the airport reconfigured the terminal to
16 accommodate 737-800 aircraft included the now-ground 737
17 Max 8 and even created 737 Max 10 positions at the
18 existing terminal.

19 This puts larger jet aircraft inside the
20 runway safety area while runways are open for landings
21 and takeoffs.

22 Furthermore, on September 21, 2020, the
23 airport approved development of 203,000 feet of addition
24 ramp space on an undeveloped, unpaved parcel outside the
25 airport operations area for overnight parking of large

1 jets in order to line them up for more efficient

2 7:00 a.m. departures.

3 The authority claims this new expansion is a,
4 quote, "rehabilitation." But you can't rehab an
5 unimproved field.

6 Development of this airport component amounts
7 to piecemealing of the replacement terminal project.
8 This expansion should have been included in the EIR and
9 DEIS, and its environmental impacts must be studied and
10 disclosed.

11 In conclusion, merely moving and replacing
12 the terminal building does not fix all the serious
13 runway violations that now occur hourly.

14 No one can feel safe using Burbank Airport.
15 And your new terminal will not fix that. FAA must put
16 this terminal project on hold until all airfield issues
17 are corrected.

18 Thank you.

19 MR. ARMSTRONG: Thank you.

20 So next is Andy Khalaf.

21 MR. LAMPRECHT: Andy in not signed on yet.

22 MR. ARMSTRONG: He is not signed on yet.

23 Okay. Roy Lyons.

24 Mr. Lyons, I apologize. We are going to have
25 to move on to the next speaker and then try and come

1 back to you.

2 Okay. Teri Lyons. Can we un-mute Teri
3 Lyons?

4 MS. LYONS: My name is Teri, T-e-r-i, L-y-o-n-s.

5 And I'm opposed to the terminal expansion to
6 the Burbank Airport without the FAA correcting the
7 Burbank Van Nuys steady stream of endless flights over
8 the same trajectory path.

9 This expansion will continue to only increase
10 the burden over the same communities. By furthering the
11 higher passenger demands, it will only increase the
12 demand for larger and louder jets over the same narrow
13 jet way path.

14 As such, the proposal should be halted until
15 the task force recommendations can be met with the FAA
16 and the town council.

17 We've lived in the same home for 33 years.
18 It's a canyon community in Sherman Oaks. One of the
19 effects of living in the canyon is the magnification of
20 sound as it bounces off the canyon walls and
21 reverberates and echos. Sounds are louder and longer
22 even after the noisemaker is long -- no longer even
23 visible.

24 We already know firsthand the devastating
25 effects of the NextGen path changes, as we've been

1 living it for the past few years.

2 This constant barrage of jets from both
3 airports impact every single aspect of life at home.

4 At yesterday's presentation, panelists
5 reassured us residents that there would be no impact on
6 flight increase as a result of the new terminal and
7 directed all flight noise questions to a different FAA
8 section.

9 Yet, a comment was made that the FAA has no
10 cap on operations. Unfortunately, the FAA basically
11 lacks credibility with the public. While these
12 panelists may truly believe that this project will have
13 zero impact, the community will have to live through the
14 truth in the aftermath.

15 And quite frankly, I have a very different --
16 difficult time believing that there won't be a push for
17 more flights resulting in more noise.

18 The thought of envisioning the expansion of
19 the Burbank Airport is like a mind-blowing concept along
20 with everything else in 2020. I oppose this expansion.

21 Thank you for your time.

22 My husband is Roy Lyons. And we're both on
23 separate computers. So if he can have his time at
24 Number 6 using my terminal, maybe that will work better.

25 MR. ARMSTRONG: Okay. I don't think we will be

1 able to go to him directly right now. So we will have
2 to put him down on the list and call him again later, I
3 believe.

4 MS. LYONS: Can you use my terminal?

5 MR. ARMSTRONG: Well, your -- your sound comes in
6 very well, so . . .

7 MS. LYONS: Maybe if --

8 MR. ARMSTRONG: I think that's a wise thing, but
9 we'll have to do that later.

10 MS. LYONS: Okay. All right.

11 MR. ARMSTRONG: Okay. All right. Thank you very
12 much.

13 Moving on, David Kimball.

14 MS. MBAKOU: David is not signed in, Brian.

15 MR. ARMSTRONG: David is not signed in.

16 Okay. Fredrico (sic) -- is it Figus?

17 MR. FIGUS: Hello there. I'm Federico Figus.

18 Federico Figus. Can you hear me?

19 MR. ARMSTRONG: Yes.

20 MR. FIGUS: Okay. So straight out, I'm opposed to
21 a new terminal without a permanent solution to aircraft
22 noise and pollution over the San Fernando Valley that is
23 destroying our community.

24 At the very least, it is in really poor taste
25 to even go forward with these plans in the middle of a

1 worst pandemic and economic crisis in a hundred years.

2 Passenger traffic will not recover for years. So what's
3 the rush?

4 Air traffic control is not and should not be
5 a separate issue from construction of a new terminal.
6 They're one and the same, and we all know it.

7 On page 4 of the FAA's Draft Environmental
8 Impact Statement you state that the air traffic
9 organization will conduct an environmental assessment,
10 an EA, independent for approval of the new terminal.

11 How was that decided? Who decided? Is this
12 standard procedure of the FAA? Unacceptable. We want
13 answers.

14 So your plan is to replace an existing
15 14-gate terminal with a new terminal that is 50 percent
16 longer. This combined with its location northeast of
17 the property and parallel to Runway 1533, new taxiways
18 and an enormous 54,000 square foot aircraft holding
19 path.

20 Anyone is to believe that flight operations
21 won't change? It's like saying your business has 14
22 small Fiat 500s at its disposal. You now think you're
23 switching 14 buses.

24 I don't think my time was over.

25 MR. ARMSTRONG: Yeah. I don't believe so either.

1 MR. FIGUS: I still have a few minutes.

2 MR. ARMSTRONG: Okay. We'll continue on. We
3 will --

4 MR. FIGUS: Okay.

5 MR. ARMSTRONG: -- reset that.

6 MR. FIGUS: Okay. So let me see where I was.

7 Okay. So it's like saying your business has
8 14 Fiat 500s, very small cars, at its disposal, but
9 you're now thinking of switching to 14 buses.

10 The only plausible reason is because you
11 expect more businesses -- and more business and
12 passengers.

13 A hundred acres of the airport in the area
14 are in the City of Los Angeles, part of airport.
15 Because of this, we should have a seat at the decision
16 table. It shouldn't all be up to 20,000 Burbank voters
17 to decide the fate of hundreds of thousands of people in
18 the South San Fernando Valley.

19 The FAA needs to listen more to our needs
20 since we're asked to endure hundreds of flights a day
21 over our homes, our families, our children.

22 We're actively engaged with our local
23 representatives and will not be going away until this is
24 resolved.

25 Taking a step back, early on the FAA should

1 have forced Burbank Airport to depart north on "33" away
2 from the terminal. This would have solved all safety
3 concerns from the very start.

4 Also, a new terminal, if and when it is
5 approved, needs to be close to the approximate size of
6 the original terminal. It cannot double in size.
7 Bringing it -- it needs to be brought up to current
8 standards.

9 An equitable distribution of departures is
10 the only way forward. One that provides a fair and
11 balanced outcome for all and one that we'll continue to
12 fight for.

13 Thank you.

14 MR. ARMSTRONG: Thank you very much.

15 And I apologize for the technical glitch
16 there.

17 I understand that Mary Kate Harris has not
18 signed in yet. So we will move on.

19 Is it Lynne Plambeck?

20 MS. PLAMBECK: Yes, Lynne Plambeck.

21 MR. ARMSTRONG: Oh good. I got it right.

22 Thank you.

23 MS. PLAMBECK: L-y-n-n-e, P-, as in Peter, -l-a-m-,
24 as in Mary, -b-, as in boy, -e-c-k.

25 I'm here representing Santa Clarita

1 Organization for Planning and the Environment.

2 We continue to request 120 days to review
3 this document. We understand that you extended it
4 22 days, but don't feel that that is sufficient time to
5 provide adequate comments and documentation to back up
6 our comments.

7 We too are concerned about the -- this
8 actually ending up being an expansion. After reading
9 the notice of preparation, it seemed that you were
10 adding quite a large number of parking areas and not
11 just replacement according to the Federal Register,
12 notice of intent, if we read it correctly. So it seems
13 like you will be increasing passengers, if nothing else.

14 And we were not included in any of the noise
15 studies. And, yet, the path changes over the Santa
16 Clarita Valley have been substantial. We would like
17 that addressed as well in this EIS process.

18 And we understand that you feel you don't
19 need to do that. But the whole reason that there's an
20 increase is because of what happened two years ago that
21 was not addressed in an EIS -- properly in an EIS
22 document.

23 And now you are going to build new terminals
24 that will accommodate extra number of passengers from
25 the NextGen increase in traffic.

1 And it is just as bad as all the other people
2 have said. I live in a canyon in Santa Clarita also.
3 There's a loud howling noise constantly when the jets
4 pass overhead. That needs to be addressed before a
5 terminal is increased and parking is increased.

6 And I would just like to say again that we
7 request that you extend the comment period to 120 days,
8 as was previously requested by many people.

9 Thank you.

10 MR. ARMSTRONG: Okay. Thank you very much for your
11 comments.

12 Let's see. We're bringing back up the list.

13 Okay Deborah Richtor is our next speaker.

14 Is Deborah Richtor logged in?

15 Okay. I'm not seeing Deborah Richtor.

16 We'll go ahead and move on.

17 Next we have a representative of the Santa
18 Clarita Quiet Skies. I'm not sure who the name of that
19 representative, but if you could identify yourself and
20 let us know who you are.

21 Okay. Not seeing anyone there identifying
22 themselves as a representative of the Santa Clarita For
23 Quieter Skies Organization.

24 Okay. We will move on. The next person on
25 our list is Tom Materna. Is -- I see him on the screen.

1 MR. MATERNA: Hello. Can you hear me?

2 MR. ARMSTRONG: Yes. You'll -- I'd like you to get
3 a little closer to the mic. But, yes.

4 MR. MATERNA: Yes. Tom Materna, T-o-m
5 M-a-t-e-r-n-a.

6 It's -- I attended the workshop yesterday.
7 I'm completely shocked at the FAA's idea that when we
8 requested 120 days during the pandemic of COVID that you
9 just gave us 22.

10 Your technology -- for a technology outfit
11 who's all about safety, the fact that we can't even get
12 our comments in, that you don't bring up the people that
13 are wanting to make comments, that you don't address the
14 comments at the workshop is frankly quite astonishing.

15 You need to extend the time during this
16 pandemic so we can adequately make our comments to you.

17 So in the time that I have remaining, let me
18 address that at the workshop the question was asked what
19 operational numbers did you use for the assessment that
20 there would be no impact by 2024 and 2029. Yet, when
21 I -- that question was raised, the FAA could not provide
22 those numbers.

23 That is the numbers that this whole EA is
24 based on, and you can't provide those numbers to the
25 public of what you used as the basis to show that

1 there's no significant impact? You're expanding the
2 terminal. You're going to double its size.

3 The other comment that was given back to the
4 public at the workshop was, well, we're just going to
5 build the terminal. How the airlines use it is not up
6 to us.

7 Well, it definitely needs to be capped then.
8 If you're going to say there's going to be no impact
9 from an increased terminal, then cap it at the current
10 operation level we have. That would be the correct
11 thing to do.

12 To blow the public off and say, oh, we can't
13 give you what the operation numbers are that we used to
14 assess there will be no impact and then to say, the
15 airlines can do whatever they want and expand operations
16 as much as they want with the new terminals which will
17 be so much larger than the existing one is not being
18 fair to the public.

19 You say that both airports, Van Nuys and
20 Burbank, don't operate in a vacuum. Well, you're trying
21 to say expanding the terminal is a thing in a vacuum.

22 No. You have to address the whole
23 San Fernando Valley and all the issues of safety and
24 noise before you can expand the terminal and bring more
25 operations to an overcrowded sky that is affecting

1 people's health with pollution and noise.

2 Please put this on hold. We're in a
3 pandemic. Allow more time for the EA to be responded
4 to. This was a City request. Please honor it.

5 MR. ARMSTRONG: Thank you very much.

6 All right. Moving on to the next speaker.

7 Margaret Borgnese (phonetic). I hope I pronounced that
8 correctly.

9 Oh, I understand that she is not logged in
10 yet.

11 Okay. Laura Ioanou. I hope I pronounced
12 that correctly.

13 MS. IOANOU: Hi. This is Laura Ioanou. It's
14 L-a-u-r-a I-o-a-n-o-u. And I am part of Burbank For
15 Quiet Skies.

16 I just want to say that I agree with Suellen
17 Wagner and Kimberly Turner with their comments from
18 Studio City For Quiet Skies, and I will not reiterate
19 what they had to say.

20 I was part of the Burbank voting residences,
21 and I voted no on the expansion of the terminal because
22 we were misled and misinformed, and they kept telling us
23 that the terminal was unsafe. You have to replace the
24 terminal. It's so unsafe.

25 Well, it's two years, three years now, and

1 you're still operating, and they were operating at a
2 high level last year. And if it was so unsafe, why
3 were -- was it still in operation?

4 So I don't feel it's fair that the
5 San Fernando Valley did not get a voice in voting on the
6 replacement terminal because, as we can see, with the
7 implementation of NextGen since March 2016, that the
8 noise has increased. And it's affecting not only
9 Burbank, but the entire valley. And it's with noise,
10 low and loud departures. Also the voluntary curfew is
11 not being upheld. And we have a flight -- an American
12 Airlines flight that always constantly leaves before
13 7:00 a.m.

14 And we brought this up to the airport
15 authority. And it's like, we don't have any control.
16 It's up to the air traffic controllers and the pilots.

17 We kept getting misinformation. There's --
18 they're always pointing fingers at other people and not
19 taking responsibility. And the FAA -- I don't know.
20 You keep coming with misleading information all the
21 time.

22 So I hope that you will give an extended
23 period of time. And I also hope that you will
24 reconsider the replacement terminal. And let's put a
25 vote to the entire valley.

1 Thank you.

2 MR. ARMSTRONG: Thank you very much for your
3 comment.

4 Okay. That -- we are now -- have reached the
5 end of our list of those who pre-registered. We will go
6 back to cover and recall some of those names.

7 But before we do that, since Mr. Roy Lyons
8 was on the line, we would like to un-mute Teri Lyons so
9 that he --

10 MR. LYONS: Hi. This is Roy Lyons.

11 Can you hear me this time?

12 MR. ARMSTRONG: Yes, sir, we can.

13 Thank you.

14 MR. LYONS: Hi. This is Roy Lyons. Can you hear
15 me this time?

16 MR. ARMSTRONG: Yes, we can. Thank you.

17 MR. LYONS: Can you hear me now?

18 MR. ARMSTRONG: Yes, we can.

19 Go ahead and spell your name.

20 MR. LYONS: Hello. This is Roy Lyons. Can you
21 hear me?

22 MR. ARMSTRONG: Yes, sir. Yes, we can.

23 MS. LYONS: Hello?

24 MR. ARMSTRONG: Okay. I'm not sure what technical
25 problems we are having now.

1 MS. LYONS: Hello? Can you hear me now?
2 There it is. Okay.
3 MR. ARMSTRONG: Yes. We can hear you.
4 There is an echo.
5 MR. LYONS: Okay. This is Roy Lyons, R-o-y
6 L-y-o-n-s.
7 Do you hear me now?
8 MR. ARMSTRONG: Yes.
9 MR. LYONS: Hello?
10 MR. ARMSTRONG: Yes. We hear you now.
11 MR. LYONS: Okay. My name is Roy Lyons. My wife
12 and I have lived in Sherman Oaks for 33 years.
13 I'm going to keep this very simple. The FAA
14 is a large governmental agency comprised of different
15 divisions with their own responsibilities.
16 As mentioned numerous times at yesterday's
17 workshop, the division overseeing the replacement
18 terminal -- terminal Burbank see themselves as the good
19 guys. They want to tear down the old terminal and
20 replace it with a shinny new one.
21 Complaints about changed air traffic patterns
22 creating extremely noisy and unsafe conditions in
23 hillside neighborhoods, that's another division of FAA.
24 Those are the bad guys.
25 Unfortunately, the FAA has no credibility

1 with the public. For residents of the San Fernando
2 Valley, you are all the bad guys. We have been engaging
3 with our elected officials and the FAA to obtain relief.

4 For years, the FAA wouldn't even acknowledge
5 a problem existed. They told us it was their policy not
6 to move noise from one neighborhood to another even
7 though that is exactly what they did to us.

8 Most recently, the San Fernando Valley Task
9 Force made numerous recommendations to the FAA to help
10 provide relief to residents.

11 The FAA's response was typically FAA. They
12 dismissed them. What was amazing to me was that the FAA
13 failed to provide any constructive original
14 recommendations for the community to consider to fix the
15 problems that the FAA created themselves.

16 Your division made an assumption back in 2016
17 that air traffic will be unchanged as a result of the
18 new terminal, simply replacing one building for another.

19 At the same time, another division in the FAA
20 was beginning the implementation of a new system to do
21 exactly that, implement a new air traffic system that
22 would adversely impact the surrounding communities.

23 The FAA's actions at Van Nuys Airport and
24 Burbank Airport a few years ago created new departure
25 patterns that moved south towards the mountains where

1 they did not fly previously creating hazards in noise
2 and safety.

3 From the community perspective, a much more
4 holistic approach is required. You need to address air
5 traffic patterns, as well as the new terminal together
6 to be truly responsive to the community directly
7 affected by your decisions. Then you can all be good
8 guys.

9 I strongly oppose any consideration for
10 changes at Burbank until such time as the FAA comes to
11 the table with meaningful solutions acceptable to the
12 community to fix the existing noise and safety problems
13 they've created with the introduction of NexGen.

14 Thank you.

15 MR. ARMSTRONG: All right. Thank you very much.

16 All right. We have, again, exhausted the
17 list of folks who have -- were pre-registered to speak.

18 By my count, we had six others who were not
19 available when their names were called and not logged
20 in.

21 All right. So it is my understanding that
22 none of those folks have yet logged in. So what we are
23 going to do is go ahead and move on to the rest of the
24 speakers.

25 If you did not pre-register to speak this

1 evening, you still have an opportunity to provide
2 comments. To do this, please use the "raise hand"
3 feature in Zoom. Look for the "raise hand" icon at the
4 bottom of the screen.

5 We will identify each person who raises their
6 hand and call each person. The staff behind the screens
7 will provide me with the names of attendees who use the
8 "raised hand" feature.

9 Now, please be aware that since we do not --
10 since you did not pre-register to speak, your name will
11 not appear on the screen.

12 Again, we will require you to state your --
13 and spell your name at the beginning of your comments so
14 that the public record can be accurate.

15 We will start your three minutes after you
16 have provided that information. So at this point we'll
17 start those -- those names.

18 Okay. All right. The first speaker I
19 understand who has raised their hand is Sherri E.

20 Can we un-mute Sherri E?

21 MS. ELKAIM: I'm here.

22 MR. ARMSTRONG: Okay. Can you please state your
23 name and spell it.

24 MS. ELKAIM: Yes. Sherri, S-h-e-r-r-i. My last
25 name is Elkaim, E-l-k-a-i-m, as in Mary.

1 MR. ARMSTRONG: Okay.

2 MS. ELKAIM: Okay. The FAA repeatedly states that
3 the new terminal is separate and independent from the
4 flight path changes that occurred in early 2017 and are
5 threatened to made permanent in the environmental
6 assessment.

7 However, it's obvious that a new larger
8 terminal will generate more operations with additional
9 passenger-processing functions and be able to handle
10 more people. The gates will be designed to handle
11 larger jets.

12 Consequently, the increased operations
13 resulting from the new terminal are project impacts, and
14 the impacts caused by Metroplex rerouting of jets over
15 southern communities, such as Studio City and the Santa
16 Monica mountains -- excuse me -- would be cumulative
17 impacts.

18 The replacement terminal will add to the
19 cumulative impact to Los Angeles residents, especially
20 those in the new community who, in addition to Burbank
21 departures, receive almost all Van Nuys flights and
22 Burbank Runway 33 wind arrivals at as low as a thousand
23 feet AGL.

24 The replacement terminal will increase
25 already critical negative impacts and affect the entire

1 valley and the Santa Monica mountains.

2 I strongly oppose a new terminal until our
3 community concerns over the air traffic and noise are
4 resolved in a meaningful way.

5 Thank you.

6 MR. ARMSTRONG: Okay. Thank you.

7 All right. Let's see. Margaret Borgnese. I
8 believe that is our -- our next speaker.

9 Do we have Margaret Borgnese?

10 No.

11 Mr. Materna, you did speak earlier, I
12 believe. Right now we are giving three minutes for each
13 speaker. And we are not recalling folks for additional
14 three-minute time periods. So please be aware of that.

15 Okay. Do we have any others?

16 I understand that Margaret Borgnese was on
17 for a short period of time and then disappeared and
18 logged off.

19 So do we have any others that are interested
20 in raising their hands to speak who have not already
21 spoken?

22 MR. LAMPRECHT: Brian, you may want to also tell
23 them how to raise their hands.

24 MR. ARMSTRONG: Okay. Again, we'll go back over
25 that.

1 Please look for the "raised hand" -- "raised
2 hand" icon at the bottom of the screen. You should see
3 that in the bottom of the Zoom meeting screen.

4 Once you press that icon, it will raise your
5 hand in the -- in the chat box, and our technical team
6 in the background will be able to see that.

7 Okay. I'm not seeing any others raising
8 their hands at the moment.

9 MR. LAMPRECHT: We do have a raised hand there.

10 MR. ARMSTRONG: We do. Let's see. I'm not seeing
11 that on the screen -- on my screen.

12 MR. LAMPRECHT: Skull C. Or S-k-u- --

13 MS. GHAULCHIN: Yes. Can you hear me?

14 MR. ARMSTRONG: Oh, there we go. Yes. The name
15 was abbreviated. I didn't see it.

16 I apologize.

17 Yes. Go ahead.

18 MS. GHAULCHIN: You can hear me?

19 MR. ARMSTRONG: Yes. We can.

20 MS. GHAULCHIN: Oh, hi. I'm -- I was actually
21 Speaker Number 13. But I'm new to Zoom, so -- so I'm
22 going to go ahead now. Okay?

23 MR. ARMSTRONG: Okay. Did you -- so you did not
24 speak earlier; is that correct?

25 MS. GHAULCHIN: No. I was scheduled, but I wasn't

1 able to get on.

2 MR. ARMSTRONG: Oh, okay. Very good.

3 You go right ahead then.

4 MS. GHAULCHIN: Okay.

5 MR. ARMSTRONG: Now, if you will please state your
6 name and spell it for us.

7 You will notice that there is a timer that
8 will start on the screen. You will be given three
9 minutes to speak. And at one minute from the time your
10 time elapses you will see a visual alert on the screen.
11 And at 30 seconds you will see another visual, as well
12 as an audible alert when you have 30 seconds left.

13 So your time will start after you spell --
14 state and spell your name for us.

15 MS. GHAULCHIN: Okay. I'm here representing Santa
16 Clarita For Quiet Skies. My name is Shela Ghaulchin.
17 S-h-e-l-a G-h-a-u-l-c-h-i-n.

18 During yesterday's workshop, it was made
19 clear that the Burbank Airport terminal extension
20 project is being overseen by the FAA's airport division,
21 while any issues regarding NexGen flight path changes
22 are being handled by the air traffic organization.

23 Irrespective of how the FAA designs its
24 organizational flow chart or delegates its projects, the
25 fact remains the communities are suffering. And they

1 are demanding that the FAA address the noise pollution
2 resulting from flight path changes.

3 In addition, Burbank Airport representatives
4 distance themselves from issues regarding flight path
5 changes by reiterating that the expansion of the
6 physical airport will not directly increase flights.

7 The increase in flights has already happened
8 by way of NexGen, and now the airport needs to expand to
9 accommodate them.

10 The umbrella organizations of the FAA and the
11 Burbank Airport need to address the flight path concerns
12 of the communities, irregardless of specific departments
13 or projects.

14 Finally, I would like to request at this time
15 that the EIS include the increased noise and pollution
16 over Santa Clarita. I don't believe that our area was
17 included in the NexGen project -- the EIS for the NexGen
18 project.

19 And at the time that the Burbank Task Force
20 was formed, our area had not yet been impacted. It's
21 just been maybe 11 or 12 months ago that the flight path
22 changed over our area. And we are now inundated with
23 jet noise and flights constantly over our homes in our
24 yards.

25 Thank you.

1 MR. ARMSTRONG: Okay. Thank you very much.

2 It is my understanding that Margaret Borgnese
3 is back on with us. So we'd like to call her to make
4 her comments at this point.

5 And, again, Ms. Borgnese, if you did not hear
6 it before, we will have you state your name and spell
7 your name for us for the record, and then we will begin
8 your three-minute comment period following when you've
9 completed that.

10 MR. LAMPRECHT: Looks like she's off again.

11 MR. ARMSTRONG: Oh, she is off again.

12 Okay. Well, at this point, I am looking at
13 our list. I do not see any other raised hands.

14 I'd certainly invite any others to raise
15 their hand who would like to make comments for the
16 record.

17 I -- I will let folks know who are on, again,
18 thank you very much for being here for this public
19 hearing. We did schedule this public hearing to run
20 from 6:00 p.m. until 9:00 p.m. it is our intent to stay
21 on for that entire time for those who may wish to
22 comment and for those who may join us later.

23 So we do intend to stay on with the group.

24 So, again, you're -- we certainly encourage you to raise
25 your hand and make whatever comments you'd like to make.

1 Okay.

2 MS. MBAKROUP: I believe we have another hand
3 raised.

4 MR. ARMSTRONG: We do? Where is that?

5 Okay. Oh, okay. Lydia Antonini.

6 MS. ANTONINI: Good job with the name.

7 MR. ARMSTRONG: Oh, I'm getting better. Just
8 getting warmed up.

9 MS. ANTONINI: Yeah. Lydia Antonini, as you said.
10 I live in Studio City.

11 You know, I --

12 MR. ARMSTRONG: Can you spell your name for us for
13 the record so our stenographer can get it.

14 MS. ANTONINI: Pardon me?

15 MR. ARMSTRONG: Can you spell your full name so our
16 stenographer can get it on the record, please.

17 MS. ANTONINI: L-y-d-i-a, last name
18 A-n-t-o-n-i-n-i.

19 MR. ARMSTRONG: Thank you.

20 MS. ANTONINI: No problem.

21 You know, I -- as I live in Studio City under
22 one of the new way points. And it has been a fairly
23 dramatic increase -- well, decrease in quality of life
24 and increase in sound, as I'm sure you're aware because
25 we've all been bringing this to everybody's attention.

1 And I'm really struggling with this process
2 because I've been participating, doing my civic duty,
3 and it always seems that we're having conversations in
4 which we're trying to negotiate community value versus
5 the commercial value of aviation.

6 And I -- I don't know -- and I'd love to hear
7 some suggestions from you guys, since you're the panel,
8 how do we re-balance this conversation so that we can
9 have it in fundamentally a more respectful manner?

10 Because I just -- this has been a long couple
11 of years, and I just don't feel like we're being heard.

12 MR. ARMSTRONG: I do want to clarify that this is a
13 public hearing. We are not responding to comments and
14 questions during this public hearing.

15 MS. ANTONINI: Okay. But, see, that's part of it.

16 So then my comment would be this is exactly
17 part of the problem is that we're not able to have a
18 dialogue. And I find it incredibly depressing as a
19 member of this community, as someone who cares about
20 living in L.A., who cares about the quality of life in
21 L.A., and the quality of life of everybody who's on this
22 call and everybody participating in this process, that
23 it's about writing letters and comments and calling your
24 Congress people. But we can never have an honest
25 conversation.

1 So for the stenographer, that would be my
2 comment. We need to reframe this so that it is just not
3 about the benefit of the commercial air travel. We're
4 really struggling for this to be a respectful and
5 honorable process in which people actually talk to each
6 other.

7 Thank you so much for scheduling all these
8 meetings. I really hope in the future we can have one
9 where we have a real dialogue.

10 MR. ARMSTRONG: Okay. Thank you very much for --
11 for your comments.

12 Okay. We are watching the attendees list to
13 see any other raised hands and monitoring that.

14 And, again, I do want to emphasize again
15 for -- the purposes of this public hearing, you know,
16 the -- the purpose of this hearing is to receive formal
17 testimony that will be made as a matter of public
18 record.

19 We held the public workshops the last two
20 nights, which were more of a question-and-answer time
21 period, or our type of meeting.

22 So under the NEPA process, a public hearing
23 is not an open forum for discussion and is not a
24 question-and-answer session. So please understand that
25 we will not be responding to any questions or comments

1 during this hearing. However, all substantive comments
2 made today will receive a response in the Final
3 Environmental Impact Statement.

4 So, again, I just want to reiterate that the
5 comment that I said earlier in the morning -- or in the
6 evening session here.

7 Okay. So for those who are on the line,
8 the -- let's see. Again, I'm not seeing any other
9 raised hands in the Zoom meeting.

10 We will stand by for -- for those folks.

11 Okay. We are standing by. Again, this is
12 the public hearing for the replacement terminal project
13 at Bob Hope Hollywood Burbank Airport.

14 We have called all of the speakers who have
15 registered to speak and who are on the line. We have
16 also called all of the speakers who have raised their
17 hand and -- through the Zoom meeting.

18 And so we are standing by for others who want
19 to raise their hand. It is my understanding that those
20 of you who are participating by telephone, if you wish
21 to speak, you can dial nine on your telephone to -- in
22 order to raise your hand.

23 So if any of you who wish -- who are on the
24 telephone and are not on the Zoom call but wish to raise
25 your hands, you can do so by dialing -- excuse me --

1 star nine to raise your hand. It is star nine to raise
2 your hand.

3 Okay. We don't have any takers at this
4 point. Okay. So, again, I'll repeat the instructions.

5 For those of you who are participating via
6 Zoom, you may raise your hand by selecting the "raise
7 hand" icon at the bottom of the screen.

8 Those of you who wish to raise your hand that
9 are on the telephone may use the star nine function.

10 And there we go. We actually have someone
11 who has raised their hand, a Debra Reynolds.

12 If we can un-mute Debra Reynolds and have you
13 state your name, spell your name for the record. You
14 will then be given three minutes on our clock to speak.

15 At one minute left in your time, you will
16 hear -- see a visual cue on the screen. And at
17 30 seconds you will get an audible cue as well as
18 another visual cue that your time is about to lapse.

19 So with that, Debra, would you like to
20 proceed.

21 MS. REYNOLDS: Yes. Thank you.

22 My name is Debra Reynolds, spelled D-e-b-r-a
23 R-e-y-n-o-l-d-s.

24 I thought I'd just enter in my two cents even
25 though it's not a whole lot different from what you

1 heard previously.

2 Interestingly, I'm a retired Burbank
3 teacher -- school teacher. I live in Burbank. I mean,
4 in -- I live in Sherman Oaks.

5 And so I have a unique perspective because my
6 21 years teaching in Burbank -- Luther Burbank Middle
7 School, which is -- if you know the schools around
8 Burbank Airport, it's directly south, right underneath
9 the -- where the planes land. I don't know technical
10 jargon all that much.

11 So I'm really aware of jet sounds. I know
12 loud jet sounds. And I lived with it for 21 years when
13 I was working there.

14 It -- we used to have one-year fire drills --
15 you know, once a year, and usually for earthquakes. But
16 one year we had a scenario, what if a plane landed on
17 our school. And we had to figure out what we do in such
18 a circumstance.

19 So they were low and loud. You could see the
20 bolts on the bottom of the airplanes.

21 My point is, is right when I retired two
22 years ago, all the planes, like they went from Luther
23 Burbank to where my home is in Sherman Oaks. And it
24 was -- it was loud. And I was very surprised.

25 So just to let you know, we're just not being

1 wimpy about this noise thing. It really is a huge
2 difference. Having been here for 35 years and -- I know
3 that.

4 And we sound-proofed the school. It was that
5 bad. We had to stop, before then, teaching and just
6 wait for the jets to pass before we continued on. PE
7 teachers still have to do that.

8 I guess my concern is with the environmental
9 report. I -- I tried to do some reading. And it's
10 awfully complicated how things are organized and done in
11 regards to that.

12 But if you are averaging -- if this is the
13 way you do it, if you're averaging the noise in a
14 general area, that doesn't seem it would work NexGen.

15 Because it's like a highway over our houses,
16 and, yet, you're averaging all these areas that don't
17 get the noise. So it seems like it's less in the area.

18 So that -- that is my concern, if that could
19 be addressed, someone in the FAA.

20 I don't think I'll use my next 25 seconds. I
21 think I'm done.

22 Anyway, thank you.

23 MR. ARMSTRONG: All right. Thank you very much.

24 Do we have anyone else that would like to
25 raise their hand?

1 Okay. Again, you can use the "raise hand"
2 function at the bottom of the screen under Zoom.
3 And it is also my understanding that you --
4 those of you who -- the three of you who have joined us
5 on the telephone can raise your hand using star nine on
6 your telephone, so if any of you wish to speak.

7 I will remind everyone, since I don't have
8 any raised hands, we did schedule this public hearing
9 from 6:00 p.m. to 9:00 p.m. tonight. And we will be
10 staying on for that entire time for those who may come
11 on later.

12 We will be probably taking a break around
13 7:30, about a ten-minute break. That will be halfway
14 through our allotted time. So we will be taking about a
15 ten-minute break at 7:30, Pacific Time. I understand
16 some of you may be calling in from other time zones or
17 dialing in, so just be aware of that.

18 While we're waiting for others to join or for
19 others to raise their hands, I will remind you that
20 there are several ways to provide public comments
21 officially on the Draft EIS.

22 One is to raise your hand and speak at this
23 public hearing. We -- this hearing is being recorded,
24 and we do have a stenographer with us who will be making
25 a transcript of this hearing.

1 The -- another way is through the comment
2 form on the project website, which is
3 "www.BobHopeAirportEIS.com." And the final way is to
4 send comments to us via U.S. mail. The address is shown
5 on the website. It is also on the cover of the EIS, and
6 we will provide it later in the evening tonight, as
7 well.

8 During yesterday's workshop, the question was
9 asked whether comments could be sent in via UPS and
10 FedEx and other similar services. I do want to state
11 empathically the answer to that is "yes." They would be
12 sent to the same address as those sent by U.S. mail.

13 So just to make you aware that there are
14 other opportunities. Whether you choose to comment
15 tonight, you also have additional opportunities.

16 I will take this time, since we don't have
17 any raised hands, to remind everybody that the public
18 comment period on the Draft EIS was previously scheduled
19 to close on Monday, October 5th.

20 As it's been stated a couple of times here
21 tonight, and I did earlier and by a couple of our
22 commenters, the comment period is being extended until
23 5:00, Pacific Daylight Time, on October 27th, 2020.

24 So comments must be received by that date and
25 time. So it is very important that you keep those

1 timelines in mind when you're making public comments for
2 the record.

3 And, again, all of the comments received here
4 tonight, as well as those received in writing and via
5 through the website, will be made a matter of the record
6 and will be responded to in the final EIS.

7 We have someone who has raised their hand.
8 First initial is "R," and it's Wiegand.

9 I apologize if I have not pronounced that
10 properly.

11 But if we can un-mute that individual.

12 MR. WIEGAND: Hi.

13 MR. ARMSTRONG: If you didn't hear my instructions
14 earlier, I'll just quickly review them.

15 We will ask you to spell your full first and
16 last name for the record for the stenographer.

17 You will be then given three minutes to
18 speak. The timer will be on the screen. You'll receive
19 a visual warning at one minute left in your time, and
20 both an audible and visual warning again at 30 seconds
21 left.

22 So with that said, if you would like to
23 proceed, we'd appreciate it.

24 MR. WIEGAND: Great. Thanks so much.

25 Yes. My name is Roy, R-o-y. Last name is

1 W-i-e-g-a-n-d. Burbank resident for Burbank For Quiet
2 Skies.

3 Thank you for hosting this.

4 Yeah. A number of concerns going forward. A
5 number of people for the vote here in Burbank. Yes.
6 There were some of us trying to get the truth out about
7 the expansion vote. We were greatly outnumbered by, you
8 know, the insiders, as a lot of you want to call it
9 that.

10 But anyway, there weren't -- there were
11 people with a pulse here trying to get the word out
12 about it.

13 Going on, in combination with the expansion
14 of the terminal -- which our mayor and some other people
15 on the City Council still refuse to say "expansion." I
16 hope you are noting that, because they are still not
17 admitting it's an expansion. Even though we know the
18 building is going to be 50 percent bigger.

19 As it is now -- this hasn't been covered --
20 we cannot park 14 commercial airliners wing tip to wing
21 tip with the current terminal. That will change with
22 the new construction. That combined with faster luggage
23 turnaround, passenger flow, security, everything else.

24 Of course, the airport is going to want to
25 make back good money, the investment on the new

1 terminal, which we were told would be approximately
2 \$400,000 million. It's well north of a billion now,
3 1.4. That was before COVID. I don't even know what the
4 number is now.

5 Another concern for us and should be for
6 everybody in the San Fernando Valley is that Amazon
7 looks like they're placing a distribution center right
8 there on the property. It's called the "Avion Project."

9 If you're on Hollywood, you can see the
10 loading bays under construction as we speak.

11 San Bernardino is currently trying to block
12 Amazon from moving into their airport. They are out
13 there. It's a smaller project than Burbank's. And they
14 approximated out there at that airport 26 flights a day.

15 We don't know for sure if Amazon Air is part
16 of the distribution center coming in to Burbank. But
17 logic would say, he's one of the richest men in the
18 world, and he wants to have his planes coming there to
19 ship product. They could probably make that work. And
20 there is precedence, of course, with FedEx and UPS.

21 So there is a lot going on. We're also
22 looking at a high-speed rail. That will increase
23 numbers coming to Burbank.

24 We found out last week, if the high-speed
25 rail comes to Burbank, it will go right where this

1 Amazon distribution center is, and that will have to be
2 torn down.

3 No. You can't write this stuff.

4 So there's a lot on the table if all these
5 things come together. Looking at the forest through the
6 trees, expedient growth, passenger numbers, flight
7 numbers.

8 We already have a lot of the voluntary curfew
9 skulflage (phonetic) having their way. We just had a
10 large plane take off at pre-7:00 a.m. the other night
11 (sic). So that was Ron Burkle, I believe.

12 So, anyway, we are doing what we can here in
13 Burbank. Not everybody is asleep at the wheel. We
14 appreciate all the input from our neighbors in the other
15 parts of the valley and Santa Clarita. We need your
16 voices out there.

17 And -- and my wife is making noises in the
18 kitchen. So thank you so much. Bye-bye.

19 MR. ARMSTRONG: Thank you very much for those
20 comments.

21 Okay. We currently do not have any other
22 hands raised. Yet, I know I'm repeating this quite
23 often, but I just want to make sure for any newcomers,
24 we have gone through all of those who have
25 pre-registered to speak tonight.

1 We now have opened it up for those
2 participants who want to raise their hand either through
3 Zoom or via the telephone. Those of you who are
4 participating by Zoom, there is a "raise hand" function
5 at the bottom of your screen. And you can simply click
6 on that, and your name will come up to us, and we will
7 be able to call you.

8 For those of you who are on the phone, it is
9 my understanding that you can press star nine and that
10 will either un-mute your phone for us or raise a hand
11 for us and we will be able to call on you.

12 Okay. Okay. We don't have any others who
13 have raised their hands so far.

14 So for any of those who have joined us late,
15 I just want to make sure that you understand that you --
16 this is the virtual public hearing. The subject of the
17 this public hearing is the Draft Environmental Impact
18 Statement, or Draft EIS, for the proposed replacement
19 terminal project at the Bob Hope Airport, or as some of
20 you may know it, the Hollywood Burbank Airport.

21 My name is Brian Armstrong. I'm the manager
22 of the FAA's Airport Safety & Standards branch here in
23 the Western Pacific region. And I am serving as your
24 public hearing official.

25 We have several subject matter experts and

1 technical experts who are working on this project that
2 are here with me, along with a stenographer, Ms. Smith,
3 who you can see on the screen. She is making an
4 official transcript -- or will be creating an official
5 transcript of this hearing that will be made part of the
6 public record.

7 We have gone through all of the speakers.
8 And we are about an hour and a half into our designated
9 three-hour time frame for this hearing.

10 And at the moment, we don't have any other
11 raised hands, either by phone or on the Zoom meeting.
12 So at this time, we will be taking a ten-minute break.

13 As I've said several times, we had previously
14 scheduled this meeting to go -- or this hearing to go
15 from 6:00 p.m. until 9:00 p.m. We will be staying with
16 this Zoom meeting until 9:00 p.m., regardless of the
17 number of participants and speakers and those that raise
18 their hands or don't, just in case anybody joins us
19 late.

20 So at this time, we are going to take a
21 ten-minute break, and we will back with you.

22 (Recess taken.)

23 MR. ARMSTRONG: Okay. Welcome back, everyone.

24 Again, this is the public hearing for the
25 Draft Environmental Impact Statement, or Draft EIS, for

1 the proposed replacement terminal project at Bob Hope
2 Airport, or as some of you may know it, the Hollywood
3 Burbank Airport.

4 We have just come back from a ten-minute
5 break. My name is Brian Armstrong, for those of you who
6 may have joined us later. I am the manager of the
7 Federal Aviation Administration's Airport Safety &
8 Standards branch here in the Western Pacific region.
9 And I am serving as the public hearing official for
10 tonight.

11 We are in the public comment period. Just a
12 reminder for those who speak, we will ask each of you to
13 state your name, spell your name, and then after you do
14 that, a three-minute timer will begin on the screen to
15 start your three-minute comment period.

16 You will get a visual warning on that screen
17 at -- when you have one minute left, and both a
18 verbal -- or an audible and visual alert when you have
19 30 seconds left.

20 So, again, there are two ways to raise your
21 hand in this process. For those of you who are joined
22 or joining us through Zoom, down at the bottom of your
23 screen there is a "raise hand" icon that you can press,
24 and your name will come up for us.

25 For those of you who are on the telephone,

1 you may press star nine to raise your hand, and then we
2 can call on you.

3 So it does look like we have a person on the
4 phone who has raised their hand. The -- all I have is
5 the telephone number ending in -4500.

6 So if that person -- if we can un-mute that
7 person. And if you could state your name and spell it
8 for us for the record, we'd very much appreciate it.

9 MR. TURNER: Hello. This is Tim Turner.

10 Can you hear me?

11 MR. ARMSTRONG: Yes, sir, we can.

12 MR. TURNER: Okay. T-i-m T-u-r-n-e-r.

13 I'm completely shocked how guys are doing
14 this. The e-mails you sent out has a wrong phone number
15 in it, which is quite obvious that people can't get in
16 because you have nobody calling you.

17 So I think you're going to have to redo this
18 meeting considering you gave the public the wrong phone
19 number.

20 I'm also going to note that Burbank gave out
21 a two-million-dollar contract to promote the expansion
22 of the airport to a consulting firm to promote it. But
23 there was no promotion to the public about this meeting;
24 had all that money to spend and they don't get the
25 public to come? You send out e-mails saying this is how

1 you join the meeting, and you have the wrong phone
2 number in it. You leave one of the nines off so people
3 are frustrated.

4 Even when you get on, your instructions say,
5 just press pound. If you don't have a member I.D.
6 number, when you press pound, it disconnects you.

7 So you guys have really blown having this
8 public meeting. And you really need to do it again
9 because the reason why you have nobody here is because
10 you've made it impossible practically for the public to
11 come and join you and make comments.

12 I'd also note that the City, during the
13 pandemic, has asked for an extension on the time to make
14 comments. And that's been ignored. You just give them
15 a couple more days, not what they asked for.

16 The expansion is huge. You guys are going to
17 more than double the amount of traffic at Van Nuys, but
18 yet nowhere in your EA do you take that into account.
19 So that seems to be a big fault with your EA that should
20 be addressed.

21 I'm just really disappointed at how the FAA
22 is dealing with the public and the whole San Fernando
23 Valley. One of the issues is, you only looked at the --
24 was it the CNLL, the 65DB area, which is very close to
25 the airport.

1 As I've heard from the other callers, it's a
2 huge area that are calling in complaining about the
3 issues and the amount of traffic from Burbank. But yet
4 you only looked at -- what did it say? -- a thousand
5 homes within a few blocks of the airport. And that's
6 only what you looked at to see how they would be
7 impacted. You didn't look at the whole San Fernando
8 Valley. You need to look at the whole San Fernando
9 Valley.

10 Your whole Draft EIS is flawed and needs to
11 be done correctly. And you need to allow for the public
12 to make comments by sending them accurate information
13 and not providing them inaccurate call-in numbers to
14 hold a public meeting at. That's shameful.

15 Thank you.

16 MR. ARMSTRONG: Okay. Thank you very much for
17 those comments.

18 Let's see. I'm not seeing any other raised
19 hands either through Zoom or through -- by telephone.

20 So, again, we are standing by for -- for
21 those -- for anyone who wishes to speak.

22 As I said earlier, we scheduled this public
23 hearing to occur from 6:00 p.m. to 9:00 p.m. tonight.

24 So we will be staying online on this Zoom call until
25 9:00 p.m., or until we have all of the -- those that

1 have raised their hand or wish to make comments, giving
2 them that opportunity tonight.

3 Again, for anyone who has joined us late,
4 this is the public hearing for the proposed replacement
5 terminal project at the Bob Hope Hollywood Burbank
6 Airport.

7 We have called on all of the speakers who
8 were pre-registered to speak via the website at this
9 public hearing. We have also called on all who have
10 raised their hands either through the telephone or
11 through the -- the Zoom meeting process.

12 If you wish to speak, you can use the icon at
13 the bottom of the Zoom meeting to raise your hand, and
14 we will call on you, and you can provide testimony.

15 Or for those of you who are on the telephone,
16 you can dial star nine, I understand, to raise your
17 hand, and then we can call on you.

18 For those who have -- may have joined us
19 late, I do want to let you know that this is a -- the
20 virtual public hearing for the proposed replacement
21 terminal at the Bob Hope Airport, or Hollywood Burbank
22 Airport.

23 We recognize that we would normally be doing
24 this public hearing in person. But given the COVID 19
25 public health emergency, we are holding this public

1 meeting virtually.

2 We have gone through all of those who have
3 pre-registered to speak via the project website. And we
4 have also called on all of those who, up till this
5 point, have raised their hands and expressed an interest
6 in providing comments.

7 As a reminder, this is a public hearing. So
8 we are here to accept public comment on the Draft EIS.

9 We -- any comments made during this hearing
10 will be made a matter of record. We do have a
11 stenographer who is -- will be creating a transcript of
12 this public hearing.

13 In addition to comments at this meeting -- or
14 at this hearing, there are two other ways to make
15 comments. First is to go to the project website, that
16 is "www.BobHopeAirportEIS.com," and there is a comment
17 form for you to fill out. That is one option.

18 And the second option is to send in written
19 comments via U.S. mail to the address shown on the
20 website and on the front cover of the EIS. We will also
21 show that later this evening.

22 Again, to raise your hands to provide
23 testimony this evening, those of you that are
24 participating via Zoom, there is a "raise hand" button
25 at the bottom of your screen, and you can simply press

1 that button, and you'll be identified as -- to us as
2 raising your hand.

3 For those who are participating by telephone,
4 it's my understanding that you can press star nine to
5 raise your hand and that will be identified to us, and
6 we will be able to call on you.

7 Just as a reminder, we did schedule this
8 hearing to go from 6:00 p.m. until 9:00 p.m. this
9 evening. We do intend to stay on that entire time,
10 standing by for anyone who may come on late or decide
11 during this hearing to raise their hand and provide
12 comments. So we will be staying on for the full three
13 hours as previously scheduled.

14 Okay. At the -- since we don't have any
15 folks who have raised their hand or -- either via Zoom
16 or via the telephone, again, I'll take the opportunity
17 to remind you that you can do that by using the "raise
18 hand" icon at the bottom of the Zoom screen. Or for
19 those of you on the telephone, you may press star nine
20 to raise your hand, and we will be able to call on you.

21 But since we don't have any current folks who
22 have been identified as wishing to speak, we are going
23 to replay the pre-recorded presentation that we played
24 at the beginning of this hearing. It is about eight
25 minutes long, and it provides a brief background on the

1 proposed project and the NEPA process.

2 So while we're in this time where we don't
3 have any speakers, we're going to go ahead and replay
4 that video.

5 (Whereupon, from 8:02 p.m. to 8:10 p.m., the
6 above-described video was played.)

7 MR. ARMSTRONG: Okay. Very good.

8 Again, I want to remind folks that if you did
9 not pre-register to speak this evening, you still have
10 an opportunity to provide comments.

11 Again, as I've said several times tonight,
12 you can do this by using the "raise hand" function in
13 Zoom. Look for the "raise hand" icon at the bottom of
14 the screen. We will identify each person who raises
15 their hand and call each person.

16 For those of you who are on the phone, you
17 may also press star nine in order to raise your hand,
18 and we will be able to call on you.

19 So, again, we have scheduled this hearing
20 from 6:00 p.m. tonight until 9:00. We -- 9:00 p.m.,
21 Pacific Time. We intend to stay on the line and stay on
22 this Zoom call and continue the hearing until at least
23 the appointed time of nine o'clock.

24 So we are standing by for any speakers who
25 join us and wish to speak or any of those who are with

1 us already and want to raise their hand.

2 Okay. We have about 45 minutes remaining in
3 our allotted time for this public hearing. The
4 instructions on how to raise your hand, if you would
5 like to make a public comment for the record on the
6 Draft EIS, is shown on the screen.

7 For those participating by telephone who may
8 not be able to see the screen, you may press star nine
9 on your telephone in order to raise your hand.

10 Okay. It looks like we actually have a
11 caller on the phone who has raised their hand. I will
12 identify that caller as User Number 1.

13 So if you will please state your name, spell
14 your name for us. And just so you know, the
15 three-minute timer will start on the screen. You will
16 receive a visual reference when you have one minute
17 remaining in your -- or a visual cue when you have one
18 minute remaining and both an audible and visual cue
19 again at 30 seconds remaining.

20 So your time will begin as soon as you're
21 done spelling your name and you begin to speak. So if
22 you can do that for us, please.

23 MR. VERN: Sure. This is Tom, T-o-m, Vern,
24 V-e-r-n.

25 And I think I'm at the right spot now, I

1 guess. I've been calling around trying to get the
2 information to call in, and it sounds like I'm now in
3 the right spot, but the published numbers were
4 incomplete. So it was a bit of a challenge. But I
5 think I'm here now.

6 So now that I am, I guess I just wanted to
7 state that I believe the scope of the EIS on this, it
8 was really not sufficient because it doesn't really
9 address the -- the noise at higher elevation rather
10 than -- that are miles from the airport to the south.

11 And you just need to take a drive through the
12 neighborhood to see what's going on today. So
13 additional traffic would certainly be a problem there
14 for any logical, you know, point of view of someone that
15 would experience it.

16 And then secondly, I -- maybe I missed it. I
17 didn't see a clarification how these changes at Burbank
18 will impact operation at Van Nuys Airport.

19 And as many of us residents have learned from
20 the task force, the FAA clearly states the activities
21 between the two airports are intertwined, and any
22 changes at one will effect changes at the other, and
23 they must all be considered.

24 You know, third, to me, there's a failure to
25 evaluate the cumulative impact of -- all across the

1 metroplex.

2 Again, the task force said these airports --
3 LAX, Van Nuys, Burbank, Ontario -- are all tied
4 together.

5 And as far as we, as community members, know,
6 every airport is promoting more growth, trying to get
7 more planes, trying to add more hangars. So there's
8 a lot of new traffic coming.

9 And then, finally -- again, I don't know how
10 this is supposed to work -- but I heard that the
11 recorder playing how -- how, you know, there's a need
12 for modernization of everything, and, you know, it would
13 be appropriate to do that because of congestion there.

14 But isn't there a scenario that says, let's
15 not expand the airport? Actually, let's contact and
16 avoid the need to build any new terminals or modernize
17 anything because if we could cut the traffic in half,
18 let's say, as a hypothetical, maybe the existing
19 facilities are all just fine and addresses all those
20 other issues.

21 So thank you for listening and thank you for
22 providing a forum. And, hopefully, this information
23 will just be helpful for further discussion.

24 Thank you very much.

25 MR. ARMSTRONG: Okay. Thank you.

1 Okay. Do we have any others that would like
2 to raise their hands at this time?

3 Okay. The instructions on how to raise your
4 hand are being shown on the screen. Again, for those of
5 you on Zoom, there is a "raise hand" feature or icon at
6 the bottom of your screen that you can press. Or for
7 those of you on the phone, you can simply press star
8 nine and your hand will be raised for us, and then we
9 can call on you.

10 Again, we are standing by for anyone who
11 would like to provide public comment during this
12 hearing.

13 Again, you may do so by raising your hand via
14 the Zoom platform. There is a "raise hand" icon at the
15 bottom of your screen. And we encourage you to press
16 that button so we can identify you if you wish to make a
17 public comment here tonight, which will be made a matter
18 of the record, and substantive comments will be
19 addressed in the Final EIS.

20 For those of you on Zoom, again, the "raise
21 hand" feature at the bottom of the page is the way to --
22 to identify yourself. For those of you on the
23 telephone, you can press star nine, and that will raise
24 your hand, and we will be able to call on you.

25 MR. LAMPRECHT: Brian, we had somebody raise their

1 hand.

2 MR. ARMSTRONG: Oh, let's --

3 MR. LAMPRECHT: Oh, they left.

4 MR. ARMSTRONG: Okay. We do have an individual,
5 Jayne.

6 Again, I don't know that you heard the
7 instructions before. But we are going to ask you to
8 state your entire name and spell your name for us.

9 You will then be given three minutes to
10 speak. You will see a visual warning at -- at one
11 minute remaining in your time and both an audible and
12 visual warning again at 30 seconds remaining.

13 That time will begin after you complete
14 spelling your name and begin to speak.

15 MS. MC KAY: Hello, Brian. My name is Jayne McKay.
16 It's spelled J-a-y-n-e M-c K-a-y.

17 I am so sorry I'm late to the party. So I
18 don't really know the instructions. But I just wanted
19 to join in and support the other speakers because I'm a
20 31 -- 32-year resident of Burbank. We're under the
21 flight path. We have great concerns, of course, about
22 the replacement terminal.

23 My -- my concerns right now primarily have to
24 do with the curfew, the voluntary curfew which is
25 violated pretty much every night.

1 And also just the plans for freight, for
2 Amazon -- the possibility of Amazon freight coming to
3 our airport. I'd like to know more about this.
4 I think as we -- you know, as we study what's
5 going to happen going forward, I voiced a lot of
6 concerns to our City Council and to the airport
7 authority over the years. I attended all of noise task
8 force meetings and expressed a lot of my concerns there.

9 As I say, I'm so -- I'm sorry. I'm really
10 late to the party today, and I don't really know what's
11 been discussed thus far.

12 But I do know that I agree probably most
13 likely with everybody that's gone before me,
14 particularly Suellen Wagner and Roy Wiegand, any of
15 those people were -- anybody who came on before me. I'm
16 in concert with them about my concerns about the airport
17 replacement terminal.

18 And I look forward to getting more
19 information.

20 So thank you very much for giving me an
21 opportunity to speak. And I hope that I will have other
22 opportunities in the future. Thank you so much.
23 Bye-bye.

24 MR. ARMSTRONG: Okay. Thank you.

25 We have another individual who has raised

1 their hand. That is a telephone number ending in -6395.

2 Again, I hope you heard the instructions that
3 I gave the last individual. You will have your
4 three-minutes time once you complete spelling your name
5 and begin to speak.

6 MS. FORD: Thank you.

7 My name is Audrey Ford. That is A-u-d-r-e-y,
8 last name Ford, F-o-r-d.

9 I want to start first by saying I think this
10 meeting should be rescheduled or a Part II when all the
11 correct information is put out to the public so we
12 actually have a correct phone number that we can call.

13 This phone number was missing one digit, so
14 a lot of people were scrambling trying to find where
15 this meeting was happening.

16 I do not think the lack of attendance
17 represents at all a lack of concern, residents who live
18 under the flight path or who are being affected by the
19 flight path. That is first.

20 The other thing I'd like to say is, I've been
21 to quite a few of the hearings. I've seen the
22 information put out by the FAA. I've seen the charts
23 that you put out.

24 And at one of your meetings at Piclick
25 (phonetic), I spoke to a representative who oversaw the

1 noise report that was done.

2 When I asked how that noise report was done,
3 they told me that it was done by a computer algorithm
4 and not by actually placing microphones around the area.

5 I don't quite understand how a computer can
6 tell actual noise that's happening better than a
7 microphone. But maybe you guys know better than I do.

8 The other thing that was not taken into
9 account with that particular noise report is that it
10 didn't take into account the altitude of the hillside.

11 It didn't also take into account the fact
12 that noise echos and reverberates and grows and it echos
13 through the canyon.

14 So, therefore, your noise report is
15 completely invalid and so is your entire study that's
16 been done up and to this point.

17 The thing that the residents are most
18 concerned about is the noise. Nothing has been -- come
19 out to address our concerns.

20 The other issue which Jayne McKay just
21 mentioned is the after-hour curfew. In the almost
22 four-plus years that I have been personally involved
23 with trying to get the noise to improve in this area, I
24 have yet to see one single act of good faith by the FAA,
25 by the Burbank Airport or anyone to reduce noise.

1 The other problem right now is that the
2 noise -- the way the airlines are fined by noise is --
3 if a complaint comes in, they are issued -- the
4 airplane -- airlines are looked at by weight.

5 If they are underweight and they still blow a
6 99 decibel reading as they fly over my house, then
7 that's fine. That's a problem. It is flawed. It's a
8 flawed system.

9 And I'm told the only way to correct that is
10 by an act of Congress. That's ridiculous. You are the
11 FAA. You have the ability to make this change. So make
12 it. Make a good-faith gesture to the residents so that
13 we know that you actually care about us and that you
14 care about what is going on in this community.

15 I have yet to see one ounce of anything done
16 by your part. Show it. I'm asking you today, show us
17 something.

18 Thank you so much.

19 MR. ARMSTRONG: Thank you.

20 Okay. We -- let's see. I don't see any
21 other hands raised. Certainly, I want to give folks an
22 opportunity to.

23 Again, those users on Zoom can use the "raise
24 hand" feature at the bottom of the page.

25 It looks like we have a couple of new callers

1 in on the phone. Those of you on the phone can press
2 star nine to raise your hand, and we can call on you if
3 you wish to provide testimony during this public
4 hearing.

5 Again, we allotted three hours for this
6 public hearing, from 6:00 p.m. until 9:00 p.m. It is
7 our intent to stay with you and complete the public
8 hearing through that time frame, at least.

9 So we will be with you and we will be
10 standing by for anybody who wishes to provide public
11 testimony during this hearing.

12 Okay. We have about 20 minutes left in our
13 remaining time originally scheduled for this public
14 hearing. I just want to lay that out as a benchmark.

15 We do plan on staying through that nine
16 o'clock hour and be available for any comments for folks
17 who are on the phone or on the Zoom meeting now or who
18 may join us between now and the nine o'clock hour.

19 Okay. We have now reached 15 minutes
20 remaining in our scheduled time for this public hearing.

21 Just a reminder if you did not pre-register
22 to speak this evening, you still have an opportunity to
23 provide comments.

24 Again, to do so, there is the "raise hand"
25 feature. There is an icon at the bottom of your Zoom

1 screen that you can press to raise your hand, if you
2 wish to make comments tonight for the record.

3 For those of you who are joining us on the
4 telephone, you may press star nine and -- to raise your
5 hand and we will be able to identify you and call you in
6 for making public testimony during tonight's hearing.

7 Okay. We have ten minutes remaining in our
8 allotted time for this public hearing. Again, I want to
9 remind folks who are with us via Zoom who may have
10 joined us late, even if you did not pre-register to
11 speak this evening, you may do so by using the "raise
12 hand" feature at the bottom of the Zoom screen. That
13 will identify your desire to us to speak.

14 For those of you who are with us on the
15 telephone, you may press star nine to raise your hand,
16 and we can identify you as interested in speaking.

17 So we encourage folks to take that
18 opportunity now. Again, we have about ten minutes
19 remaining in our allotted time for this public hearing.

20 Okay. We now have five minutes remaining in
21 the allotted time for this public hearing. It is not
22 too late if anyone wishes to raise their hand via the
23 Zoom meeting. There is a "raise hand" feature at the --
24 or icon at the bottom of the page.

25 For those on the telephone, you may press

1 star nine to raise your hand, and we will be able to
2 call on you.

3 I do want to remind everybody that even if
4 you choose not to go on record or speak during today's
5 hearing, there are still two additional opportunities
6 via the project website and via U.S. mail. The website
7 has our U.S. mail address on it.

8 Okay. We actually have a person who has
9 raised their hand, Stacey Slichta. Slichta.

10 Excuse me. I apologize if I mispronounced
11 that name.

12 If we can un-mute her. Just as -- so you
13 understand, you will have three minutes to speak. We
14 will ask you to state your full name and spell it for us
15 for the record.

16 And your three-minute time will begin once
17 you finish -- or finish your name and begin speaking.
18 You have one minute -- a timer alarm at one minute, a
19 visual cue, when you have one minute remaining. And
20 you will get a visual and audio warning at 30 seconds
21 remaining, as well.

22 MS. SLICHTA: Okay. Great.

23 MR. ARMSTRONG: (Inaudible.)

24 MS. SLICHTA: I'm sorry? What?

25 MR. LAMPRECHT: Never mind.

1 MS. SLICHTA: I'm sorry. What?

2 MR. ARMSTRONG: Can you go ahead and state your --

3 MS. SLICHTA: Okay, yeah. I thought Michael was
4 saying something.

5 My name is Stacey Slichta. And what else did
6 you need to know about -- from me?

7 MR. ARMSTRONG: If you could spell your name for
8 the record.

9 MS. SLICHTA: Okay. My first name is spelled
10 S-t-a-c-e-y. My last name is S-, as in Stacey,
11 -l-i-c-h-t-a.

12 MR. ARMSTRONG: Fantastic.

13 MS. SLICHTA: OKAY. I am -- I'm sorry. I missed
14 part of the meeting this afternoon. I had a couple
15 other commitments. But I did want to go ahead and raise
16 my concerns and my -- for the community, as well as --

17 I can go off video. Hold on. I don't know
18 why I was on video. I'm off now.

19 Thank you for bringing that to my attention,
20 if that was a problem.

21 I've spoken at many of the airport commission
22 meetings, as well as the task force meetings, and I just
23 wanted to reiterate my concerns and my -- what is --
24 what has happened with the flight path going over to
25 schools within LAUSD and on the private schools.

1 The way points are within 250 feet of
2 Carpenter Community Charter and Bridges Community. We
3 have tracked many of the planes going very low over the
4 school. We've had many City people come out and take a
5 look at it and listen to the noise and the effects that
6 it's possibly having on the children.

7 Since we're in a pandemic right now,
8 obviously the school children aren't in session. But
9 this does not mean that it's still not a great concern
10 of the parents in the community on how this is going to
11 affect our children in the future.

12 Burbank has had a lot of money allotted to
13 them for soundproofing or even moving schools during
14 the -- when the -- the planes were at a higher decibel
15 level and frequency over the school, and I would hope
16 that Burbank Airport would look into this as the same --
17 if planes are continually to go over other schools.

18 Just because we are outside Burbank, Glendale
19 and Pasadena does mean that we are not affected by the
20 airport. And we owe this to our school children and our
21 community.

22 They are our future. And we need to support
23 them and make sure that they get the best education
24 possible.

25 If they have an airplane going over their

1 schools, sometimes in 90-second clips, at low altitude,
2 it not only affects the sound, but also the air quality
3 in the area, and Carpenter Community Charter has been
4 there for a long time. We've never had a problem
5 before.

6 The graduations over the years have been
7 recorded, and it was only over the last couple of years
8 that during these graduations, the kids have had to stop
9 multiple times during their commencements, as well as
10 during school days.

11 And I hope that this is really taken into
12 great consideration. LAUSD has also said something to
13 both the task force as well as the airport, that they
14 are watching this, and they are concerned for the safety
15 and security of the children of LAUSD, as well as the
16 children of other communities that will be affected by
17 this.

18 Thank you so much for your time.

19 MR. ARMSTRONG: Okay. Thank you.

20 Okay. We have no other raised hands.

21 So having heard the testimony of the public
22 and having reached our planned closing time, this public
23 hearing is now closed.

24 On behalf of the Federal Aviation
25 Administration, thank you for participating in this

1 public hearing.

2 I also want to remind you that the comment
3 period on the Draft EIS closes at 5:00 p.m., Pacific
4 Daylight Time, on October 27th, 2020. Comments must be
5 received by that date and time.

6 I put special emphasis on the word
7 "received," because any comments received after that
8 date and time will not be considered in the Final EIS.

9 At this point, there are two remaining ways
10 to provide comments on the Draft EIS.

11 The first is via the comment form on the
12 website. The comment form has a 5,000 character limit,
13 which is about two pages' worth of text.

14 The second method is to send us comments in
15 the U.S. mail. The address for sending comments via
16 U.S. mail is being shown on the screen. The address is
17 also on the website and on the front cover of the Draft
18 EIS.

19 Again, on behalf of the FAA, thank you for
20 your participation.

21 As I said in the beginning of this hearing,
22 public input is a critical component of the NEPA
23 process, and we appreciate you taking the time to join
24 us tonight.

25 As a reminder, the Draft EIS is available on

1 the project website at "www.BobHopeAirportEIS.com."

2 After the close of the comment period, the
3 FAA will collect, organize and respond to all comments
4 on the draft EIS. The FAA will prepare and publish the
5 final EIS and issue the record of decision. This is
6 expected in December 2020 or January of 2021.

7 Thank you for your continued interest in this
8 project and have a good night.

9 (Whereupon, the public hearing was

10 Concluded at 9:02 p.m.)

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REPORTER'S CERTIFICATE.

STATE OF CALIFORNIA)
) SS.
COUNTY OF SAN BERNARDINO)

I, AMY P. SMITH, a certified shorthand
reporter for the State of California, do hereby certify:
That the said hearing was taken down by me in
stenotype at the time and place therein stated and
thereafter reduced to typewriting under my direction and
that the transcript is a true and correct record of the
proceedings here held.

I further certify that I am not of counsel or
attorney for any of the parties hereto or in any way
interested in the event of this cause and that I am not
related to any of the parties thereto.

Dated this 14th day of October, 2020.

AMY P. SMITH
Certified Shorthand Reporter
License No. 12154

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