
Joint Stakeholders Taskforce

Inaugural Meeting of the Southern San Fernando Valley
Airplane Noise Task Force

August 28, 2019

Pre-Meeting Agenda

- Introductions
- Task Force Purpose
- Introduction to Aircraft Noise and NextGen/Metroplex
- Election of the Task Force Officers
- Call to Order

Introductions

Introductions – Taskforce Members

- Office of Senator Dianne Feinstein
- Office of Senator Kamala Harris
- Office of Congressman Adam Schiff
- Office of Congressman Brad Sherman
- Office of Congressman Tony Cardenas
- Emily Gabel-Luddy, Mayor of Burbank
- Sharon Springer, Vice-Mayor of Burbank
- Office of LA Councilman Paul Krekorian
- Office of LA Councilman David Ryu
- Office of LA Councilman Paul Koretz
- Office of LA Councilwoman Nury Martinez
- Ara Najarian, Mayor of Glendale
- Terry Tornek, Mayor of Pasadena

Introductions – Supporting Staff

- Burbank
 - Patrick Lammerding
 - Mark Hardyment
 - Sarah Sheehy
- Van Nuys
 - Michelle Schwartz
 - Samantha Bricker
 - Flora Margheritis
 - Kathryn Pantoja
 - Mark Adams
- FAA
 - Raquel Girvin, Regional Administrator
 - Tamara Swann, Deputy Regional Administrator
 - Faviola Garcia, Senior Advisor
 - William Freeman, Community Engagement Officer
- Consultants
 - Gene Reindel
 - Justin Cook

Introductions – Meeting Facilitator

- Gene Reindel, HMMH Vice President
 - HMMH established in 1981 to help airports solve their noise problems
 - HMMH assisted the FAA with Environmental Assessments
 - Houston Metroplex
 - North Texas Metroplex
 - Seattle Greener Skies
 - HMMH currently involved in over 10 airport/community noise forums, 5 of which are directly addressing the FAA's implementation of NextGen aircraft procedures, such as Metroplex
 - My current/recent involvement with airport/community noise forums include
 - Baltimore Washington Thurgood Marshall International Airport DC Metroplex Roundtable
 - Charlotte-Douglas International Airport Community Noise Roundtable
 - Los Angeles International Airport/Community Noise Roundtable
 - Louisville Muhammad Ali International Airport Community Noise Forum
 - Oakland International Airport/Community Noise Forum
 - San Francisco International Airport/Community Noise Roundtable

Task Force Purpose

- To address community concerns regarding aircraft noise resulting from aircraft departing from Van Nuys Airport (VNY) and Hollywood Burbank Airport (BUR) in the southern San Fernando Valley.

Introduction to Aircraft Noise

Major Noise-Related Federal Legislation

Statute	Aircraft Noise Related Purpose	Most Relevant FAA Regulation(s)
National Environmental Policy Act of 1969 (NEPA)	Directs all federal executive agencies to assess <i>all</i> environmental effects of proposed federal agency actions	FAA Orders 1050.1F, 5050.4B
Aircraft Noise and Sonic Boom Act of 1968	Authorizes FAA to prescribe standards for measurement of aircraft noise and establish regulations to abate noise	49 CFR parts 36 and 91
The Noise Control Act of 1972 (Noise Act)	Amends 1968 act to add consideration of public health and welfare and to add EPA to the rulemaking process for aircraft noise and sonic boom standards	None directly; EPA responsibility
Aviation Safety and Noise Abatement Act of 1979 (ASNA)	Directs FAA to establish single system to measure noise and determine exposure of people to noise, and identify land uses normally compatible with various noise levels	14 CFR part 150
Airport and Airway Improvement Act of 1982	Authorizes FAA funding for noise mitigation/compatibility planning and projects, and establishes noise compatibility requirements for FAA-funded airport development	FAA Airport Improvement Program (AIP)
Airport Noise and Capacity Act of 1990 (ANCA)	Mandates phase out of Stage 2 jet aircraft over 75,000 pounds, and established requirements regarding airport noise and access restrictions for Stage 2 and 3 aircraft, which places strict limits on airport proprietor's right to or ability to impose noise restrictions	14 CFR part 161
Section 506 of the FAA Modernization and Reform Act of 2012	Prohibition after 12/31/2015 of operation of civil subsonic jet airplanes with maximum weights of 75,000 pounds or less that do not meet stage 3 noise standards	14 CFR part 91
FAA Reauthorization, 2018	Reauthorizes FAA through 2023	None yet

FAA Noise Abatement Policy, November 1976

- Established roles and responsibilities for:
 - federal government – source emissions, air traffic control, funding, and safety oversight
 - state and local governments – compatible land use planning and control
 - aircraft operators – noise-sensitive schedules, cockpit procedures, and fleet improvements
 - air travelers and shippers – bear the costs
 - current and prospective residents – seek to understand and act accordingly
 - airport operators – primary responsibility for planning and implementing all noise abatement and compatible land use measures

Introduction to Metroplex

Primary focus on the implementation of NextGen aircraft procedures

Implementation of NextGen Aircraft Procedures

- NextGen is the FAA-led modernization of our nation's air transportation system
- Goal of NextGen is to increase:
 - Safety
 - Efficiency
 - Capacity
 - Predictability
 - Resiliency of American aviation
- NextGen brings together dozens of *innovative technologies, capabilities and procedures* that improve how we fly

Implementation of NextGen Aircraft Procedures

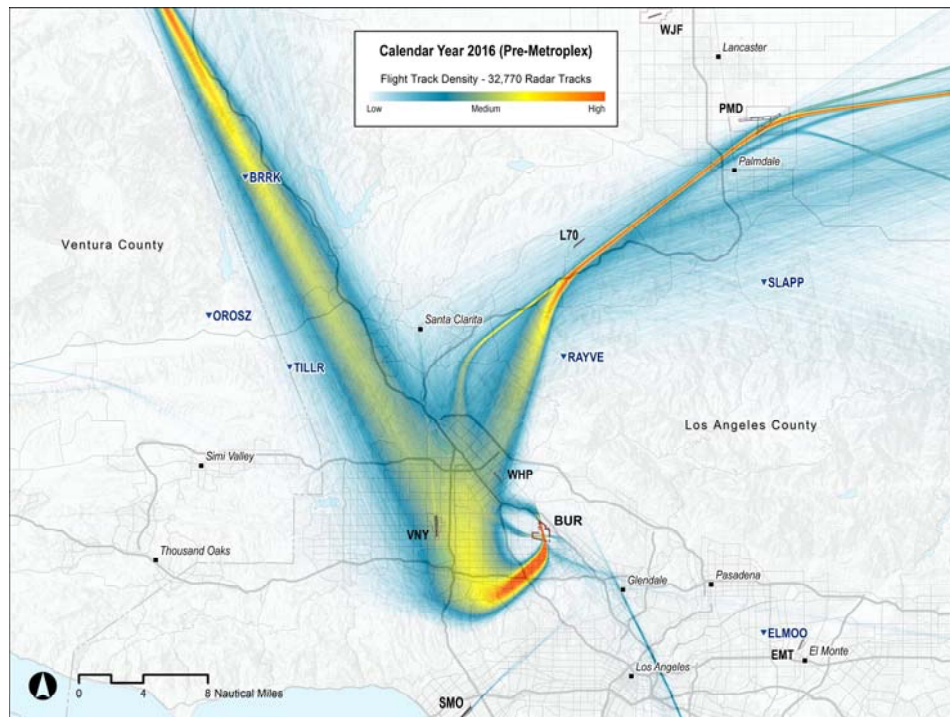
- NextGen aircraft procedures provide the opportunity for:
 - **FAA**
Reduced air traffic control workload & more efficient use of airspace
 - **Airlines**
Reduced cockpit workload & more efficient operation of aircraft
 - **Airport**
Improved access & more efficient operations
 - **Environment**
Reduced emissions & noise

Implementation of NextGen Aircraft Procedures

- FAA's Air Traffic Organization (ATO) is responsible for the implementation of aircraft flight procedures – from a single procedure at a single airport to a Metroplex
- Definition of a Metroplex is:
 - Metropolitan areas with multiple airports and complex air traffic flows
- FAA's goal for implementation of aircraft flight procedures within a Metroplex is:
 - To enhance the way aircraft navigate this complex airspace to improve airport access and make flight routes more efficient

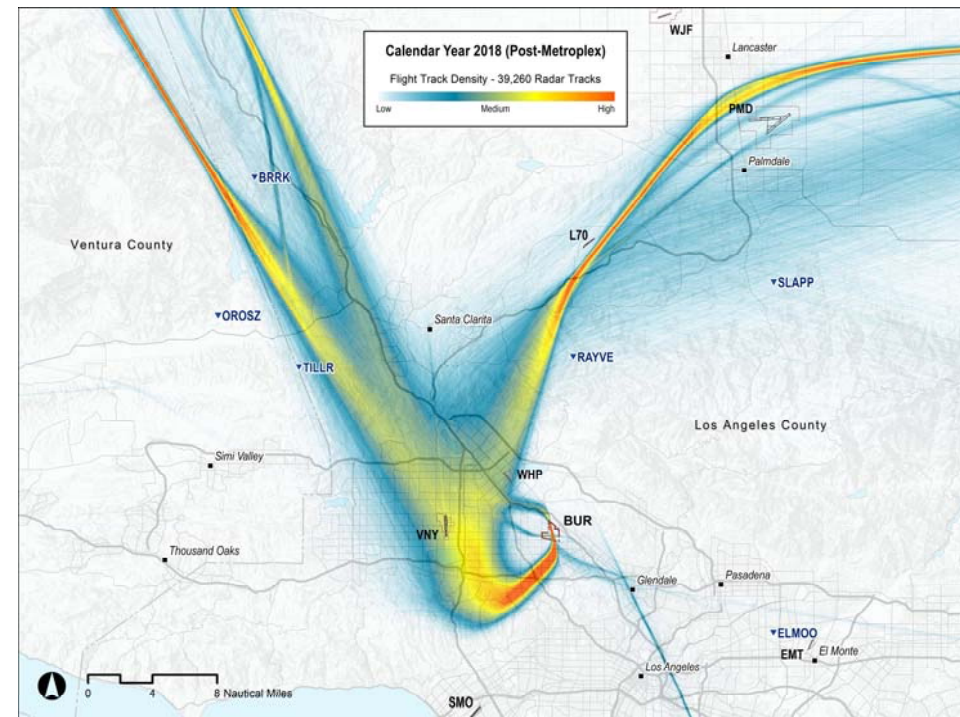
In the Burbank/Glendale/Pasadena area, the FAA implemented NextGen aircraft procedures through the SoCal Metroplex, which included Hollywood Burbank Airport and Van Nuys Airport flight procedures

SoCal Metroplex – BUR Departures



2016 (pre-Metroplex)

Source: BUR ANOMS



2018 (post-Metroplex)

Source: BUR ANOMS

Election of the Task Force Officers

Specifically the Chair and Vice Chair

Officer Responsibilities

- Chair
 - Draft future meeting agendas
 - Run the meetings
 - Keep to the agenda and redirect discussions when required
 - Manage time
- Vice Chair
 - Support the Chair
 - Act as the Chair when the Chair is absent

Election of the Officers

- Call for nominations
 - Chair
 - Vice Chair

Call the Meeting to Order

Chair

Meeting Agenda

- Call to Order
- Meeting Ground Rules
- Ratification of the Task Force By-laws
- Meeting Calendar (how often, day of the week, time of day)
- Meeting Format (general agenda outline/structure)
- Next Meeting (content, date, time and location)
- New Business
- Public Comment for Items not on the Agenda
- Adjourn

Developing Ground Rules

- Goal: Productive and effective use of everyone's time during the process
- Core values: Transparency, accountability, informed choice, and compassion
- Examples:
 - Be respectful
 - State views and ask genuine questions
 - Share all relevant information
 - Be open and candid
 - Focus on interests, not positions
 - Don't get defensive
 - Don't interrupt
 - No vulgar or abusive language
 - No personal attacks

Ratification of the Proposed By-laws

- Summary of Proposed By-laws
 - 13 voting members made up of local elected officials or assigned staff
 - Third-party (non-voting) facilitator
 - Advisors (non-voting participants) including:
 - Federal Aviation Administration
 - Hollywood Burbank Airport
 - Los Angeles World Airports
 - Purpose is to collaborate on solutions to existing aircraft operations affecting communities in the southern San Fernando Valley
 - Meeting agenda and other materials, as available, distributed 72 hours prior to the meeting
 - Final product will be a set of recommendations, approved by the Task Force, to submit to the FAA for review and consideration for implementation
 - Approval requires a majority vote by the members

Meeting Calendar

- Assuming By-laws were ratified as proposed, the Task Force is meeting on a monthly basis
 - Is there a week of the month that is best?
 - Is there a day (or two or three days) of the week that is best?
 - Is there a time of the day that is best?

Meeting Format

- Proposed agenda for discussion
 - Call to order
 - Roll call and determination of a quorum
 - Public Comment not related to items of the agenda
 - Approve previous meeting minutes
 - *Items related to aircraft operations and possible solutions to community issues*
 - New Business
 - Next meeting date, time and location
 - Adjourn

Next Meeting

- Proposed evolution for the upcoming meetings (to be modified as we proceed)
 2. Presentation of proposed solutions by community groups
 3. Evaluation results of community proposed solutions
 4. Presentation of draft recommendations to flight procedures
 5. Results of modified changes per direction of the Task Force
 6. Presentation of the final set of recommended changes for approval and submittal to the FAA
- Community presentations of solutions
 - Solicit communities to present their ideas for solutions at the next meeting
 - What is the process to invite communities to present?
 - What is the number of presentations expected?
 - What is the time constraint per presentation?
 - Can all presentations occur in a single meeting?

Task Force New Business

Public Comment

Task Force Chair to facilitate public comment

Adjourn

Set next meeting date, time and location prior to taking a motion to adjourn