



October 28, 2016

Sent via email: glen.martin@faa.gov

Mr. Glen Martin
Regional Administrator
Federal Aviation Administration
15000 Aviation Boulevard
Hawthorne, CA 90250

Dear Mr. Martin:

At the past two Burbank City Council meetings, certain individuals in the community have made comments that the implementation of NextGen in the Southern California Metroplex, and specifically at BUR, will result in increased flights, changes in arrival and departure paths, and the creation of more noise and pollution. In addition, they are saying that when NextGen Technology is implemented at BUR in November 2016, it could increase the number of flights by up to 12 additional flights each hour over and above what BUR is currently experiencing. And these individuals have linked the implementation of NextGen to the upcoming Measure B proposition that is on the November 8 ballot for registered voters in Burbank to decide whether the Airport Authority can build a 14-gate, 355,000-square-foot replacement terminal.

As stated in Section 2.3 of the SoCal Metroplex Environmental Assessment ("EA"), (located at [http://www.metroplexenvironmental.com/docs/socal_metroplex/final/SoCal Metroplex Flight Schedule Technical Report Final 20160826.pdf](http://www.metroplexenvironmental.com/docs/socal_metroplex/final/SoCal_Metroplex_Flight_Schedule_Technical_Report_Final_20160826.pdf)) "the Proposed Action [to implement NextGen] would not result in an increase in the number of aircraft operations at the Hollywood Burbank Airport, but would increase the throughput of the terminal airspace to better reach the throughput for which the Study Airport runways were designed. In other words, the total numbers of aircraft operations for the future itinerant instrument flight rating arrivals and departures are expected to be the same under both the Proposed Action and the No Action Alternative."

If I understand this correctly, the EA says that implementing NextGen at BUR will not result in an increase in the number of airport operations, which are projected to be the same whether or not NextGen is implemented. Is my understanding correct?

Some community members are also saying that when the replacement terminal is built, and the Airport Authority demolishes the existing 86-year-old terminal, easterly takeoffs will occur for commercial flights heavier than 12,500 pounds. In an email sent by Council Member Dr. David Gordon to the FAA, dated August 1, 2016, Council Member Gordon asked FAA several specific questions. Question #4 read: "Are there FAA easterly take-off restrictions for commercial flights currently in place imposed as a result of the existing passenger terminal's proximity to the east-west runway? If so, would such easterly take-off restrictions be removed once the existing terminal is demolished/relocated?"

Mark A. McClardy, FAA Director, Airports Division, Western Pacific Region directly responded to Dr. Gordon's question as follows: "No. As noted on page 11 of the 1996 ROD, 'The replacement passenger terminal building will not affect the runway use patterns or the level of aircraft operations at the airport.' The existing restriction on aircraft heavier than 12,500 pounds is not due to the proximity of the existing terminal to the runway, but the required separation between aircraft and the Verdugo Mountains and the aircraft arrival stream into Los Angeles International Airport. Thus, if the existing terminal was removed, all else being equal, the restriction would remain."

Is FAA Director Mark McClardy's statement still correct and true?

Our understanding of the implementation of NextGen at BUR is that it will not change existing arrival or departure flights to and from the Hollywood Burbank Airport, and that implementation of NextGen is not relevant to and has no impact on the development of a 14-gate replacement passenger terminal at Hollywood Burbank Airport.

Thank you for your time and clarification of the above important subject matters.

Sincerely,



Frank R. Miller
Executive Director

cc: Ian Gregor, Federal Aviation Administration, ian.gregor@faa.gov
John T. Hatanaka, Hollywood Burbank Airport
Dan Feger, Hollywood Burbank Airport
Lucy M. Burghdorf, Hollywood Burbank Airport
Mark D. Hardymont, Hollywood Burbank Airport