

4. Public Comments from Individuals

The following individuals submitted written comments during the 30-day scoping comment period, excluding the comments from the workshops.

Heidi Abra
Natalie Adomian
Karen Ahearn
Michelle Allen
Michael Alt
Andros
Kathy Arnos
Rodolfo Artavia
Lucie & Chris Ayres
Craig B.
Robert Baer
Stephanie Baio
Steven Baio
Eden Banas
Ratzel Bander
William Beauter
Susan Schwartz Berton
Kimberly Biddle
Darin Birchler
Joelle Birnberg and Alexander Braunstein
Charles Boyd
Charles Boyd (separate letter)
Dana Boyd
Dana Boyd (separate letter)
Linda Branca
Jon Brouse
Patty Burnsle

Troy Carter
Linda Clarke
Linda Clarke (separate letter)
Daniel Cohen
Meredith Collier
Lynn Crosswaite
Roslyn Dahl
Daniel DeVincentis
William DeWitt III
Julia Doty
Kevin Doty
Max Eisenberg
Sherri Elkaim
Ayelet Feig
Rachel Feser
Michael Fields
Michele Florman and Steven Florman
Michele Florman
Andrea Francola
Alex Gary
Philip Gerson
Jean-Pierre Geuens
Catherine A. Gibbons
Jane Goe
Lisa Goldberg
Jon Gordon
Judy Gordon
Susan Graber
R. Greene
Clarisse and Doug Hamblin

Samantha and Colin Hanks
Melissa Hanson
Shelby Huston Haro
Diane Hart
Debra and Craig Harwin
Vicky Herman
James P. Higgins
Jim Houghton
Richard Hull
Richard Hull (separate letter)
Alex Intelligator
Seth Joel
Lorraine Johnson
Josh Justman
Francie Kaplan
Linda Chaman Katiraei
Doron Kauper
Doron Kauper (separate letter)
Rosemarie Thomas Kauper
Rose Kauper
Kevin Keegan, Julie Keegan, Olivia Keegan, Jessica Keegan
Kathy Kelada
David A. Kimball
David A. Kimball (separate letter)
Matt Labate
Diane Laney
Ken and Michelene Laski
Oliver Latsch and Paul Latsch
Elinor and Thomas Lenehen
Deirdre Lenihan

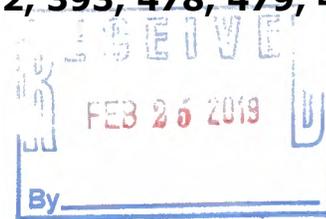
Gary Lewis
J.D. Lobue
Janet S. Loeb
Marla London
Deborah Lorenz
Phyllis Lovit
Roy S. Lyons
Roy S. Lyons (separate letter)
Eric McConnell
Heidi MacKay
Benjamin Marsh
Donna Materna
Tom Materna
Tom Materna (separate letter)
Jeanne McConnell
Susan McGuire and Nicholas Stein
Susan McGuire and Nicholas Stein (separate letter)
Eric McLeod
Eric McLeod (separate letter 1)
Eric McLeod (separate letter 2)
Eric McLeod (separate letter 3)
Eric McLeod (separate letter 4)
Eric McLeod (separate letter 5)
Eric McLeod (separate letter 6)
Eric McLeod (separate letter 7)
Eric McLeod (separate letter 8)
Jennifer Messer
Stephanie Michels
Louis Milito
Jonathan, Hanna & Henry Milgrom

Sean Miller
Ray Neapolitan
Jessica Neyer
Mark Ormandy
Bud Ovrum
Renee Palyo
Todd Peart
Del Persinger
Leslie Poliak
Caroline Rankin
Charles Reed
Catherine Reisinger
L. Rittenberg
Eric Robinson
Jeff Rohde
Larry Rybacki
Dr. Dennis Saffro
Pamela Scharlach
Brent Schenk
Monique Schenk
Catherine Schick
Laura Scuticchio
Andrea and Michael Sher
Barbara Shore
Barbara Shore (separate letter)
Helene Shoval
Ron Shulem
Dennis & Annette Skinner
Jay Sonbolian
Leon Sturman

Jennifer Sunderland
Julie Sweeney
Geraldine Symon
Kristen Tarnol
Talin Tenley
Eric Theiss
Rosemarie Thomas
Shant & Selina Thomasian
Melish Thompson
Leah Tighe
Rachel Tobias
John Van Tongeren
John Van Tongeren (separate letter 1)
John Van Tongeren (separate letter 2)
Cindy Ware
Kenneth Weatherwax
Renee Weber
Matthew Yedlin
Guido Zwicker

Copies of these comments are provided on the following pages.

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



To the FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

It's difficult to describe just how devastating these new flight paths have been to our lives. The jets fly directly over my home at very low altitudes, a home that is in no way built to withstand the noise and thunderous shaking from the constant barrage of jets. There is never a day off from the noise. Last Thanksgiving, Christmas, New Years Day, all lovely holidays that were nightmares for our family. Jets arriving directly over our home into Burbank Airport every couple of minutes apart at 1,600 feet altitude. We live in the hills, so that places the jets 1,000 feet above our heads.

We now cannot sleep through the night, the jets start by 6am and don't end until past 11pm, and there are still jets throughout the night. We can't open our windows or sit outside to enjoy the nice weather on our patio. The anxiety and stress we are feeling is affecting every area of our lives and health. My 76-year-old mother lives next door to me and is devastated that her quiet beautiful yard she has cultivated to enjoy in her retirement is now a living hell of jet noise.

Let me be clear, we are not talking about the occasional jet over head; we are talking about a barrage of jets every 2 minutes directly over our home. 17 hours a day, 365 days a year. No holiday breaks, no weekend breaks, its NEVER ENDING. I have attached a small sample of Arrivals over my home so you can see how long and how close these jets are. Try to imagine this happening over your home, over the home of your loved ones. It's DEVESATING. WE DID NOT MOVE NEAR THE AIRPORT, THE AIRPORT MOVED OVER US! NOT ACCEPATBLE!

When I invested in my neighborhood 10 years ago, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by

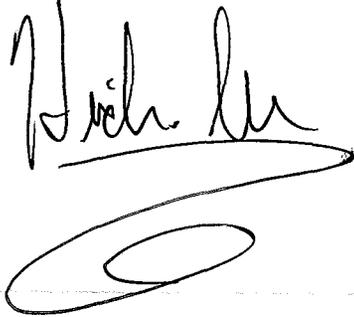
hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Heidi Abra
11365 Sunshine Terrace
Studio City, CA 91604

A handwritten signature in black ink, appearing to read "Heidi Abra", with a large, stylized flourish underneath.

This is a small sample of flights over my home in Studio City. An area that had zero air traffic. Please note how low + close these jets are. I live in the hills, so they are 1,000 feet closer to my house than the Alt. shown. FROM Airnoise.

Click a button below to file a complaint.



Complaints (5 most recent)

Status	Date/Time	Airport	Type	Operator	Flight	A/C Type	Operation	Dist (mi) / Alt (ft)
<input type="button" value="SENT"/>	February 06, 2019 20:25	KBUR	Commercial	Southwest Airlines	SWA1460	B738	Arrival	<u>0.3 / 1925</u>
<input type="button" value="SENT"/>	February 06, 2019 20:23	KBUR	Commercial	Alaska Airlines	SKW3349	E170	Arrival	<u>0.19 / 1800</u>
<input type="button" value="SENT"/>	February 06, 2019 20:16	KBUR	Commercial	Southwest Airlines	SWA790	B738	Arrival	<u>0.27 / 1875</u>
<input type="button" value="SENT"/>	February 06, 2019 20:10	KBUR	Commercial		SWA1396	B737	Arrival	<u>0.65 / 2000</u>
<input type="button" value="SENT"/>	February 06, 2019 19:55	KBUR	Commercial	Southwest Airlines	SWA1363	B737	Arrival	<u>4.11 / 1000</u>

Heidi Abra
 11365 Sunshine Terrace
 Studio City, CA 91604

SENT	February 06, 2019 20:16	KBUR	Commercial	SWA790	N8689C	Arrival	<u>0.27 / 1875</u>
SENT	February 06, 2019 20:10	KBUR	Commercial	SWA1396		Arrival	<u>0.65 / 2000</u>
SENT	February 06, 2019 19:55	KBUR	Commercial	SWA1363	N498WN	Arrival	4.11 / 1000
SENT	February 06, 2019 19:45	KBUR	Helicopter	N661PD	N661PD	Unknown	4.77 / 1050
SENT	February 06, 2019 19:40	KBUR	Commercial	SWA498	N770SA	Arrival	<u>0.16 / 1850</u>
	February 06, 2019 19:31	KBUR	Commercial				
SENT	February 06, 2019 19:30	KBUR	Commercial		N661FE	Departure	4.88 / 925
SENT	February 06, 2019 19:26	KBUR	Commercial	SKW5233	N915SW	Arrival	<u>0.29 / 2000</u>
	February 06, 2019 19:21	KBUR	Commercial				
SENT	February 06, 2019 19:09	KBUR	General Aviation	N73262	N73262	Unknown	1.98 / 1625
SENT	February 06, 2019 19:06	KBUR	General Aviation	N811FS		Arrival	<u>0.7 / 1700</u>
SENT	February 06, 2019 19:03	KBUR	Commercial	SWA626		Arrival	<u>0.34 / 2000</u>
SENT	February 06, 2019 19:01	KBUR	Business Aviation	N100ES	N100ES	Arrival	<u>0.14 / 2200</u>
SENT	February 06, 2019 18:58	KBUR	Commercial	JBU2358	N607JB	Departure	0.81 / 3350
SENT	February 06, 2019 18:48	KBUR	Commercial	SKW5318	N465SW	Arrival	<u>0.27 / 1900</u>
SENT	February 06, 2019 17:52	KBUR	Commercial	JSX174	N253JX	Arrival	<u>0.35 / 1600</u>
SENT	February 06, 2019 17:50	KBUR	Commercial	CFSS7693	N919FX	Unknown	3.52 / 6800
SENT	February 06, 2019 17:47	KBUR	General Aviation	PCM7694	N744FX	Arrival	3.28 / 6700
SENT	February 06, 2019 17:45	KBUR	Helicopter	N221LA	N221LA	Unknown	<u>0.24 / 1200</u>

SENT	February 06, 2019 17:12	KBUR	Business Aviation	N76RP	N76RP	Arrival	<u>0.39 / 1900</u>
SENT	February 06, 2019 17:10	KBUR	Commercial	SWA2143	N7827A	Arrival	<u>0.25 / 1875</u>
SENT	February 06, 2019 17:06	KBUR	Commercial	SWA483	N929WN	Arrival	<u>0.23 / 1850</u>
SENT	February 06, 2019 16:34	KBUR	Commercial	FDX3154	N657FE	Arrival	<u>0.14 / 1925</u>
SENT	February 06, 2019 16:30	KBUR	Business Aviation	N2N	N2N	Arrival	<u>0.42 / 2000</u>
SENT	February 06, 2019 16:15	KBUR	Commercial	SKW5342	N466SW	Arrival	<u>0.25 / 2125</u>
SENT	February 06, 2019 16:12	KBUR	Commercial	SWA509	N244WN	Arrival	<u>0.19 / 1950</u>
SENT	February 06, 2019 16:10	KBUR	General Aviation	N739YZ	N739YZ	Unknown	4.34 / 1800
SENT	February 06, 2019 16:07	KBUR	Commercial	SWA2056	N714CB	Arrival	<u>0.19 / 1925</u>
SENT	February 06, 2019 16:02	KBUR	Commercial	SKW4167	N258SY	Arrival	<u>0.22 / 1975</u>
SENT	February 06, 2019 15:56	KBUR	Business Aviation	N156XL	N156XL	Arrival	<u>0.34 / 2325</u>
SENT	February 06, 2019 15:53	KBUR	Commercial	ASH5972	N925FJ	Arrival	<u>0.14 / 2050</u>
SENT	February 06, 2019 15:51	KBUR	Commercial	SWA1817	N227WN	Arrival	<u>0.98 / 2300</u>
SENT	February 06, 2019 15:36	KBUR	Business Aviation	EJA372P	N372QS	Arrival	<u>0.17 / 2400</u>
SENT	February 06, 2019 15:22	KBUR	Commercial	SWA801	N769SW	Arrival	<u>0.18 / 1875</u>
SENT	February 06, 2019 15:02	KBUR	Commercial	JSX178	N254JX	Arrival	<u>0.25 / 1925</u>
SENT	February 06, 2019 14:58	KBUR	Commercial	SWA1971	N968WN	Arrival	<u>0.21 / 2125</u>
SENT	February 06, 2019 14:51	KBUR	Helicopter	01172167	10-72167	Unknown	3.9 / 1100
	February 06, 2019 14:48	KBUR	Helicopter	N913WB	N913WB	Unknown	1.16 / 900

https://www.airnoise.io/airnoise_complaints/1437021?user_id=1799 in a new tab

SENT	February 06, 2019 14:39	KVNY	Business Aviation	NSH605		Arrival	1.38 / 3600
SENT	February 06, 2019 14:33	KBUR	Commercial	ASA1148	N283VA	Arrival	<u>0.18 / 1875</u>
SENT	February 06, 2019 14:23	KVNY	Unknown	N433AK		Departure	0.83 / 1900
SENT	February 06, 2019 12:22	KBUR	Commercial	SWA2233	N8517F	Arrival	<u>0.17 / 2150</u>
SENT	February 06, 2019 12:16	KBUR	Commercial	SWA1987	N7728D	Arrival	<u>1.01 / 1375</u>
SENT	February 06, 2019 12:12	KBUR	Commercial	SWA663	N443WN	Arrival	<u>0.27 / 1975</u>
SENT	February 06, 2019 12:00	KBUR	Helicopter	N556SH	N556SH	Arrival	4.52 / 775
SENT	February 06, 2019 11:54	KBUR	Commercial	SKW3442	N193SY	Arrival	<u>0.2 / 1600</u>
SENT	February 06, 2019 11:30	KBUR	Commercial	SWA756	N400WN	Arrival	<u>0.29 / 1900</u>
SENT	February 06, 2019 11:27	KBUR	Commercial	SWA4510	N928WN	Arrival	<u>0.25 / 1850</u>
SENT	February 06, 2019 10:56	KBUR	Commercial	SWA1912	N293WN	Arrival	<u>0.06 / 1925</u>
SENT	February 06, 2019 10:41	KBUR	Commercial	ASA1578	N642VA	Arrival	<u>0.19 / 1825</u>
SENT	February 06, 2019 10:27	KBUR	Commercial	SWA153	N555LV	Arrival	<u>0.21 / 1950</u>
SENT	February 06, 2019 10:14	KBUR	Commercial		N701GS	Arrival	<u>0.08 / 1900</u>
SENT	February 06, 2019 10:12	KBUR	Helicopter	N704WP	N704WP	Departure	2.15 / 1400
SENT	February 06, 2019 10:09	KBUR	Business Aviation	EJA111	N111QS	Arrival	1.27 / 2300
SENT	February 06, 2019 10:06	KBUR	Commercial	JSX180	N735TS	Arrival	<u>0.61 / 2275</u>
SENT	February 06, 2019 09:48	KBUR	Business Aviation	N65U	N65U	Unknown	1.75 / 5200
SENT	February 06, 2019 09:43	KBUR	Commercial	SKW4164	N251SY	Arrival	<u>0.22 / 1875</u>

SENT	February 06, 2019 09:36	KBUR	Commercial	QXE2857	N629QX	Arrival	<u>0.34 / 2000</u>
SENT	February 06, 2019 09:25	KBUR	Commercial	SWA1504	N8705Q	Arrival	<u>0.19 / 1875</u>
SENT	February 05, 2019 23:11	KBUR	Helicopter	N267LA	N267LA	Departure	<u>0.12 / 1400</u>
	February 05, 2019 22:29	KBUR	Any Aircraft				
SENT	February 05, 2019 22:15	KBUR	Commercial	SKW4155	N256SY	Arrival	<u>0.18 / 2050</u>
SENT	February 05, 2019 22:01	KBUR	Commercial	JBU358	N712JB	Departure	0.83 / 3875
SENT	February 05, 2019 21:51	KBUR	Helicopter		N29HD	Unknown	1.22 / 1800
SENT	February 05, 2019 21:48	KBUR	Commercial	SWA2277	N567WN	Arrival	<u>0.26 / 1925</u>
SENT	February 05, 2019 21:46	KBUR	Commercial	UAL1510	N895UA	Arrival	<u>0.2 / 1900</u>
	February 05, 2019 21:42	KBUR	Any Aircraft				
SENT	February 05, 2019 21:34	KBUR	Commercial	SWA2111	N925WN	Arrival	4.99 / 3500
	February 05, 2019 21:33	KBUR	Commercial				
SENT	February 05, 2019 21:31	KBUR	Commercial	SWA1480	N7728D	Arrival	<u>0.17 / 2025</u>
SENT	February 05, 2019 21:30	KBUR	Commercial		N437WN	Arrival	<u>0.23 / 2025</u>
SENT	February 05, 2019 21:27	KBUR	General Aviation	N2740T	N2740T	Unknown	4.13 / 9000
SENT	February 05, 2019 21:11	KBUR	Helicopter	N29HD	N29HD	Unknown	4.31 / 700
SENT	February 05, 2019 20:57	KBUR	Helicopter	N267LA	N267LA	Unknown	0.51 / 1500
SENT	February 05, 2019 20:50	KBUR	Commercial	SWA2224	N956WN	Arrival	<u>0.21 / 2050</u>
SENT	February 05, 2019 20:47	KBUR	Commercial	SKW3349	N197SY	Arrival	<u>0.18 / 2125</u>

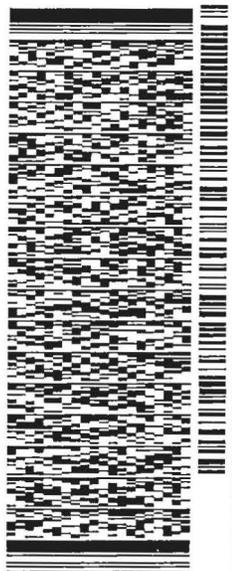
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DENTONS US LLP
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SPEAR TOWER, 24TH FLOOR
SAN FRANCISCO, CA 94105
UNITED STATES US

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TO **DAVID CUSHING**
L.A. AIRPORTS DISTRICT OFFICE
777 S AVIATION BLVD

EL SEGUNDO CA 90245
PO: DEPT:
(424) 405-7266 REF: 15901449-0000001,003325

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MON - 04 MAR 10:30A
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To: Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

To whom it may concern:

I oppose the expansion/increase of flights and change of flight pattern of the Burbank airport. At some point the quality of our lives and health needs to be considered. Pollution from the planes is hazardous. Unless you require alternative forms of fuel for planes there should be no expansion. There is no point in CA increasing restrictions on gas powered vehicles, lawnmowers and blowers and industrial businesses but then allowing increased pollutions to fall from the skies right on top of us. What game is being played here? Clearly you don't care about our health or this increase in flights and change of flight pattern would not even be a consideration. Sometimes you just have to do the right thing and object to something that may result in more money for the city or more convenience for travel. It's a balancing test that in this instance tips in favor of human health. Please stop the growth and flight patterns.

Thank you for your consideration to this matter.

Sincerely,

Natalie Adomian

January 28, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Submitted via Uproarla.org

Dear Mr. Cushing:

Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

As you are certainly aware, within the past year, Burbank Airport has implemented two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE. These two departure routes, as amended, send flights at extremely low altitudes (less than one mile above land) far to the south of the airport. These departure routes were recklessly implemented without a full environmental assessment and without any investigation into Burbank Airport's noise impact area.

By utilizing these arbitrary and capricious new departure routes, Burbank Airport places children, protected lands and residents in harm's way no less than 185 times per day. Astonishingly, Burbank Airport sends approximately 185 flights per day at extremely low altitudes over Bridges Academy, Carpenter Community Charter, Harvard-Westlake School, Walter Reed Middle School and The Buckley School.

Burbank Airport vectors these same 185 flights over the protected Santa Monica Mountains Recreation Area, the largest urban national park in the United States. The Santa Monica Mountains Recreation Area preserves one of the best examples of a Mediterranean climate ecosystem in the world and protects one of the highest densities of archaeological resources in any mountain range in the world. Yet, Burbank Airport aims to destroy this precious resource by effectively using it as an extended runway.

As if that were not enough, Burbank Airport is also devastating communities. I live more than six miles southwest of Burbank Airport. After enduring the relentless sound of over 200 planes yesterday, I was awakened from a sound sleep at 12:03 this morning. Merely six hours later, the commercial planes roared overhead, and I logged complaints this morning at 6:31, 6:56, 7:09, 7:12, 7:14, 7:17, 7:20, 7:22, 7:23, 7:24, 7:28, 7:29, 7:30, 7:31, 7:37, 7:46, 8:02, 8:06, 8:21, 8:33, 8:37, 8:53, 9:01, 9:02, 9:04, 9:05, 9:07, 9:08, 9:12, 9:17, 9:22, 9:23, 9:26, and 9:28. At that point, and in order to avoid a panic attack from the unrelenting plane noise, I was forced to leave my home to escape the sound. I have not been able to sleep through the night in months due to the steady stream of low flying planes from Burbank Airport despite having an insulated home with dual pane windows and sleeping with two fans running and using earplugs.

Burbank Airport is surrounded by industrial areas and highways to the north, south, east and west. Burbank Airport could easily maximize its proximity to natural noise corridors and mitigate air noise by directing planes over the highway system as it did for decades. It chooses, instead, to harass children in schools so that they cannot learn, bombard protected lands until they are destroyed and plague its neighbors with the transmission of cancer and asthma. Burbank Airport is actively damaging communities by decreasing property value and retail/commercial revenues.

It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective actions. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion. Until that time, Burbank Airport should be treated like a cancer upon the San Fernando Valley, and the growth of the Burbank Airport must be treated like the growth of a disease.

Sincerely,
Karen Ahearn

Michelle Allen
3620 Goodland Drive
Studio City, CA 91604

February 21, 2019

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

Dear Mr. Cushing

The NextGen noise is out of control and awful for this valley community. The new proposed procedures (waypoints) have not been instituted yet and I beg you, I beg you Mr. Cushing to please look over these proposed procedures that are affecting my life and my family and this community in the most negative way. The proposed NEW Expanded Terminal will make everything worse! The Terminal should not be approved until the current flight path is changed and the proposed procedures and waypoints are moved away from the Santa Monica Mountains.

This new "vectored path" that shifted over my home and the community of Studio City and Sherman Oaks in March of 2017 was done without notice or environmental study. The air traffic has been mounting with almost two hundred aircraft flying directly over my home daily from Burbank Airport (not including the 60 more from Van Nuys Airport). They fly so low now that often I can see the numbers on the tail of the aircraft. This community is SUFFERING. We are suffering as the airport terminal departures and arrivals have moved over our heads 24 hours a day. We do not live in Burbank. We live away from the airports – *but the air traffic was moved*. The new, expanded terminal, adding new flights and more operations cannot be approved. It just can't. **I beg you to oppose this Burbank terminal.**

I live in the hills of Studio City backed up into the Santa Monica Mountains at 880-foot elevation. I live eight miles from Burbank Airport and seven miles from Van Nuys Airport - When we bought this home 17 years ago there was an occasional airplane flying near our home, now I log over 480 complaints per week (2,487 last month). My husband works part time out of the home and I work part time out of my home. The onslaught is driving us both mad. The superhighway over our heads is relentless - *we don't even get to sleep through the night thanks to the departures during curfew, lately I am lucky to sleep in until a 5:30 departure. This is torture to not be able to sleep in your own home.*

During the day the flights take off every two minutes. They are loud. Sometimes the aircraft fly so low over my home that my 12-year-old son watches the pictures on his wall shake. Please, please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25. Please, please. I cannot afford to move.

We did not buy our home near an airport. The airport moved over our heads.

If this were an occasional flyover I wouldn't be writing you (I have called and emailed thousands of times and get the same enraging form letter). There is no break from the noise. There are aircraft going over my house after midnight, and before the sun comes up. There's no break to recover from the onslaught. I do not have time during the day to make up for lost sleep (and couldn't because the onslaught continues all day long), therefore my work suffers, my parenting suffers, my sleep suffers, my life suffers and I'm under extra stress due to my lack of sleep. The unauthorized flight path that shifted over the Santa Monica Mountains are taking years off my life and are actually killing me and my family - we have more noise and cannot sleep, there is exhaust I can see falling from the tail of the relentless jets every two minutes during

the day. If the waypoints are approved, it will make this flight path permanent. The New Terminal, with its increased efficiency and operations, will make it worse and I can't even imagine it getting worse than it is now.

Please make this stop.

The NEXTGEN is not working. For myself. For this community. For the children who have to stop learning because they cannot hear their teachers over the roar of the aircraft every TWO MINUTES.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 16 years I have lived and paid taxes in Studio City? Why divert flights over a mountain range that is a tinder box for 10 months out of the year – I have video of aircraft that look like they are about to fly into my home (I am happy to email you this footage if you would like). It is just a matter of time until one of your low flying commercial jets or private jets flies into the hillside and burns most of Los Angeles to the ground.

How are flights even allowed during curfew? Why are they not fined?

Here is a random sampling of my morning disruptions during the past few weeks. Why don't you fine them? At 880-foot elevation, the planes are even terrifyingly closer.

Here is a typical morning for me before curfew...

06:00 am	Business Aviation	1990 CESSNA 560	LALOS FLIGHT LC - MCALLEN, TX	N810BE	1.07	5375
06:28 am	Commercial	FAIRCHILD SA227- AC	UAS TRANSERVICES INC - BOCA...	AMF1935	5.0	500
06:29 am	Business Aviation	2008 CESSNA 680	NetJets	EJA306	4.8	1500
06:35 am	General Aviation	---	---	N811FS	1.57	4600
06:44 am	Business Aviation	LEARJET INC 25	KALITTA CHARTERS LLC - YPSI...	USC24	0.3	5400
06:49 am	Business Aviation	1998 CANADAIR LTD CL-600-2B16	SSC ENTERPRISES LLC - CAMAR...	N80DX	2.43	6225
06:51 am	Business Aviation	Gulfstream Aerospace G650	Air Kaitar LLC	N13MS	0.4	8550
06:56 am	Business Aviation	1991 CANADAIR LTD CL-600-2B16	JASMINE AVIATION LLC - LEWE...	WWI61	0.64	4900

Here is a typical morning over my head and the heads of children at Carpenter Elementary School..

11:13 am	Commercial	Embraer EMB-175 200LR	Alaska Airlines	QXE2856	1.79	3825
11:17	Commercial	2000 BOEING 737-7H4	Southwest Airlines	SWA2163	0.58	3425

am							
11:18 am	Commercial	Embraer ERJ-135 LR	JetSuiteX	JSX105	0.36	4425	
11:19 am	Commercial	2004 BOMBARDIER INC CL-600-2B19	WELLS FARGO BANK NORTHWEST ...	SKW325X	2.93	2900	
11:24 am	Commercial	2004 BOEING 737-7H4	Southwest Airlines	SWA757	2.33	4325	
11:39 am	Commercial	2004 BOEING 737-7H4	Southwest Airlines	SWA471	0.17	3800	
11:41 am	Commercial	2006 BOEING 737-7H4	Southwest Airlines	SWA153	0.17	3500	
11:45 am	Business Aviation	Textron Aviation Citation Latitude	NetJets	EJA567	0.15	7200	

Here are some examples of airplanes flying over my head and my new alarm clock called he FAA - WHY ARE DEPARTURES BEING ALLOWED IN THE MIDDLE OF THE NIGHT ????

03:35 am	Business Aviation	1999 GULFSTREAM AEROSPACE G-V	CANAL AIR LLC - DANBURY, CT	N767FL	1.49	4475	
05:43 am	Business Aviation	2014 EMBRAER EXECUTIVE AIRCRAFT INC EMB-505	FLIGHT OPTIONS LLC SUMMIT M...	OPT358	0.33	5125	
04:06 am	Business Aviation	KBUR	2000 GULFSTREAM AEROSPACE G- V	IRONGATE AIR LLC - LOS ANGE...	1.52	5200	

I am more than happy to supply the dates for you, happy to show you video and pictures of aircraft flying directly over my home or flying just over the Santa Monica Mountain in which I live.

I am begging you to stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

These flight paths, the proposed procedures and the New Terminal are not supported in this community.

Very Truly Yours,

Michelle Allen
Michelle.Allen@me.com

COMMUNITY LEGAL ADVISORS INC.
509 N. COAST HIGHWAY
OCEANSIDE, CA 92054

CERTIFIED MAIL



7018 0680 0000 3394 4652



Federal Aviation Administration
c/o Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LA
777 S. Aviation Blvd., Suite 150
El Segundo CA 90245-4806



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Mark T. Guithues, Esq.
Edward W. Burns, Esq.
Michael J. Alti, Esq.
Mark Allen Wilson, Esq.
www.attorneyforhoa.com



Please Respond To: *Oceanside Office*

February 26, 2019

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

Re: Burbank Airport Commerce Center Owners Association
Comments on Notice of Intent to Prepare an EIS for the Burbank Airport Terminal
Replacement Project
File No. 4324

Dear Mr. Cushing:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "Association"). We appreciate the opportunity to comment as part of the scoping process for the Environmental Impact Statement ("EIS") for the proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport ("Proposed Action"). To the extent possible based on the information contained on the bobhopeairports.com website maintained by the lead agency Federal Aviation Administration ("FAA"), our concerns about the Proposed Action and the scope of the EIS are discussed below.

Description of the Association. The Association is a commercial common interest development comprising property located immediately north of Bob Hope Airport ("Airport"), just east of the existing runway, northwest of the intersection of Lockheed Drive and Cohasset Drive, and south of San Fernando Road. The Association consists of 20 small and large businesses that contribute significantly to the local economy as well as the California economy. The Association and these businesses have been located in this area for many years, and play a vital role.

Description of the Project. According to the FAA's website, the Proposed Action includes replacement of the existing 14-gate passenger terminal in the southeast quadrant of the Airport with a new 14-gate terminal in the northeast quadrant of the Airport, just south of the Association. The Proposed Action includes improvements that would be located directly across the street from the Association including (1) a replacement airline cargo building, (2) a new ground service equipment maintenance building, and (3) a new electric substation. The Proposed Action also includes a new employee parking structure and a new structured public parking building, both of which would be located very close to the Association.

Further, the Proposed Action includes construction of a new passenger terminal access road, with a proposed extension of Cohasset Street to provide a secondary point of access to the Airport. As noted above, the Association is located northwest of the intersection of Lockheed Drive and Cohasset Street. Thus, the extension of Cohasset Street, in addition to the other proposed structures, will clearly impact the Association and its member businesses.

Potential Environmental Impacts. The Association is concerned about numerous potential impacts from the Proposed Action. The EIS must fully address and evaluate impacts from the Proposed Action on the Association (and other properties) including, without limitation:

- Traffic impacts (including construction traffic and traffic resulting from the proposed extension of Cohasset Street and the operation of the new terminal and new structures);
- Noise and vibration impacts (both from construction activities and from the occupancy and use of the replacement terminal and other structures, as well as from traffic arising from the extension of Cohasset Street and secondary Airport access);
- Short-term and long-term air quality impacts, including, without limitation, impacts from construction activities, dust emissions, toxic air contaminants, objectionable odors, and cancer-causing materials;
- The presence of hazardous materials as well as airport operation hazards;
- Land use (including whether the Proposed Action will disturb or divide the property in the Association); and
- Visual effects on the Association (from construction activities as well as the proposed structures and proposed secondary Airport access road).

In particular, with respect to traffic, the EIS must address and evaluate the following issues and impacts:

- (1) Direct parking and traffic impacts on the Association from the construction and operation of the secondary terminal access road and the extension of Cohasset Street, and how those impacts will be mitigated through specific, effective measures (beyond simple signage) without imposing any financial burden on the Association (*a particular concern is whether Airport users will try to park along Lockheed Drive, Cohasset Street, and the Association's private parking areas, thereby impairing the Association's parking resources*),
- (2) Analysis of traffic impacts on the intersection of Cohasset Street and Lockheed Drive, along with impacts on the level of service of both of those roads,
- (3) Analysis of traffic impacts on the intersection of San Fernando Boulevard and Cohasset Street in light of the proposed secondary access road from Cohasset Street,
- (4) Analysis of the impacts on the intersection of Lockheed Drive with San Fernando Road in light of the proposed secondary access road for the Airport (a particular concern is whether visitors to the airport will use Lockheed Drive to access the Airport, not just Cohasset Street), and
- (5) Whether Airport construction workers will be prohibited from parking on Cohasset Street, Lockheed Drive, and the Association's private parking areas.

Conclusion. The Association's location across the street from the Airport positions it to be uniquely impacted by the Proposed Action, particularly because of the long-term construction activities and the proposed secondary terminal access road. In case you are not aware, when the City Council of Burbank considered the replacement terminal project on July 26, 2016, it specifically added a new condition of approval that the Construction Management Plan for the project "shall include reasonable provisions for the protection of the Burbank Airport Commerce Center Owners Association." The EIS must thoroughly evaluate and mitigate the impacts of the Proposed Action on the Association and its member businesses.

Please keep us on your notification list with respect to the EIS and any upcoming meetings. For notification purposes, my email is michael@attorneyforhoa.com.

Very truly yours,

COMMUNITY LEGAL ADVISORS INC.

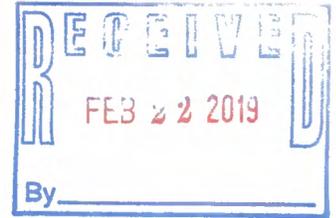
Michael

Michael J. Alt, Esq.



COMMENT FORM

Bob Hope "Hollywood Burbank" Airport
Proposed Replacement Terminal Project
Environmental Impact Statement
Public Scoping Workshop - Comment Form



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

Comments:

SEE ATTACHED

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

Name: ANDROS
Address: 4744 CAHUENGA BLVD
City, State, Zip: TOLUCA LAKE, CA. 91602
Email: gmandvos@aol.com

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

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

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

We have lived in the San Fernando Valley for over 40 years. We consider the Bob Hope "Hollywood Burbank" airport, on the whole, an asset although it has undergone some important changes that has made it a better neighbor.

Notably, the noise of the planes has become less intrusive thanks to quieter engines. Once upon a time, conversation was impossible when a plane was passing overhead. We also appreciate the rotating flight patterns that "share" the noise throughout the area. We cannot speak for the areas that are closer to the terminal runways and are exposed to flights with far greater takeoff and landing noise levels.

We certainly hope that the curfew will continue to guarantee no 24/7 flights and that the current 7am to 10 pm schedule will prevail. We are also wondering if any more carriers will be welcome at the airport. Would that increase the demand and frequency of flights? As you suggest in your talking points, if more carriers are added, there could be conflicts with departure and arrival routes. Will the closure of SMO add to this density?

Everyone's worst nightmare is a collision over this densely populated area. With the introduction of drones, this possibility has increased even though flying them near an airport is illegal. Bad things happen and there is no shortage of bad people to make that a certainty. What sort of security will be installed to safe guard the airport skies? We also worry about the small planes that are based at the Van Nuys airport some of which are prop planes and generally fly lower (they also tend to be noisier). Will

Santa Monica be sending some of its planes in our direction to add to the mix?

Will the take off and landings still be primarily over the SFV due to the Verdugo mountains east/south of the airport? That has been a festering wound with the areas of Glendale and Pasadena being opted out of the overhead traffic due to topography.

We rarely use the airport ourselves. We have family who live in the Bay area...notably Oakland and San Carlos and they fly via Burbank to visit us on a monthly basis. This is a convenience we all appreciate. We hope that we will not live to regret it if greed gets in the way of sensible growth.

ANDROS

From: **Kathy Arnos** <wholeplanetproductions@yahoo.com>
Date: Sun, Jan 27, 2019 at 9:32 PM
Subject: Complaint of Air Traffic Noise - health and environmental impact
To: UproarLA@gmail.com <UproarLA@gmail.com>

Dear FAA,

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

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

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

I also realized that since they changed the landing flight pattern I have developed a tremor in my body, which may or may not be related to my exposure to jet fuel exhaust, or impaired sleep patterns? Who knows? However, as an investigative health and environmental writer, based on several of the studies I found, I believe there could be a link because I only developed it with the increase of air traffic over my house. In any event, I am really upset and have been for years. The residents of the San Fernando Valley deserve the quality of life we signed up for when we purchased our homes: a safe place that offered us a QUIET, healthful and sustainable environment for our families and wildlife. Enough is enough!

Respectfully,

Kathy Arnos
Van Nuys, CA

Kathy Arnos
Editor/Host/Producer
Eco Family News
Whole Planet Productions, Inc.
Marketing/Public Relations/Special Events
<http://ecofamilynews.blogspot.com>
www.wholeplanetproductions.com

Cell 323-540-8339

FROM THE DESK OF

RODOLFO ARTAVIA

February 28, 2019
Mr David F. Cushing
Manager, Los Angeles Airports
District Office, LAX 600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear FAA/ Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. It is horrible for our health and our children's health. It is destroying our wildlife and polluting our environment. I practice meditation and the noise alone makes it impossible to focus with all those planes every 2 minutes. Help us stop this insanity. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that

FROM THE DESK OF

RODOLFO ARTAVIA

remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely yours,

Rodolfo Artavia

5231 Norwich ave.

Sherman oaks Ca , 91411

Ayres Family

3684 Buena Park Drive
Studio City, CA 91604

February 19, 2019

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

Dear FAA/Burbank Airport Officials

We strongly oppose the proposed expanded terminal project at Burbank Airport.

We live in Studio City and are one of many families suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted our lives and our work; our children are exposed to unnecessary amounts of fumes from airplanes flying low over their school and we have yet to work from our office, also in Studio City where we don't feel like at least one plane is going to crash next door.

The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.



Ayres Family

3684 Buena Park Drive
Studio City, CA 91604

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Lucie & Chris Ayres
3684 Buena Park Drive
Studio City CA 91604

From: <afi10s@aol.com>
Date: Monday, January 28, 2019
Subject: I am OPPOSED to the Burbank flight expansion! Please submit!
To: UproarLA@gmail.com
Cc: afi10s@aol.com

**Dear UproarLA,
Please submit on my behalf.**

Dear FAA and Burbank Airport,

I am **OPPOSED** to the Burbank Airport expansion unless the current flight paths **CHANGE**.

You have DESTROYED our once quiet and peaceful Studio City/ Sherman Oaks and Encino neighborhoods with the new take off flight patterns!
The noise level is unacceptable and our HEALTH is compromised from the constant low flying jet emissions!

PLEASE CHANGE THE FLIGHT PATTERNS IMMEDIATELY OR NO EXPANSION!

Thank you,
Craig B.

February 28, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

The recent uptick in the plane traffic has made living and working in my home UNBEARABLE. I used to be able to work in my back yard and now my clients ask me if I am at the airport. It has NEVER been this bad. I can't even take calls in my home anymore. There are also many public and private schools I'm sure these jets negatively impact.

We live over 6 miles from the airport and yet feel that we are right next door! An occasional jet overhead is fine. BUT SHARE THE BURDEN WITH OTHER VALLEY RESIDENTS – WE DON'T NEED A SUPERHIGHWAY OVER OUR HEADS - I'm sure the planes can take off and turn in a more scattered manner.

I am a Realtor and these new routes DEFINITELY WILL HAVE A NEGATIVE IMPACT ON PROPERTY VALUES. I CERTAINLY WOULD NOT HAVE PURCHASED MY HOME IF THE AIR TRAFFIC WAS AS BAD AS IT IS NOW – ENOUGH!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion

because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Baer', with a horizontal line extending to the right.

Robert Baer

4652 Laurelgrove Ave.

Studio City, CA 91604

February 26, 2019

Mr. David Cushing

Manager, Los Angeles Airport District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear Mr. Cushing,

Many years ago I lived near the Burbank airport. Because I lived so close I was very aware of the noise factor but because at the time this was my only affordable option I endured the noise. When I purchased the Burbank home I had to sign a disclosure which clearly stated that my new house was in the flight path of the Burbank airport. Life was fine until the number of flights that flew overhead increased so I chose to leave Burbank.

My husband and I searched for many months and we finally found a home in a quiet neighborhood in the hills Studio City south of Ventura Boulevard with no air traffic. We found peace and quiet in beautiful Studio City. All this changed when NextGen shifted a flight path over our neighborhood.

In early 2017 our quiet haven was bombarded with low flying jets making it impossible to enjoy the outdoors. We experienced so many planes that we cannot hear ourselves think let alone watch TV without having to increase the volume. Because of these low flying loud jets our front porch constantly has a film of dirt on it. Our patio furniture needs cleaning daily. Our cars are always dirty causing us to clean them more frequently. Currently, almost 200 planes including FedEx and commercial fly over our home daily. My nerves are shot!! The voluntary curfew of flights from 10 pm to 7 am is rarely followed. At times we hear planes overhead at 5 am. These planes should be fined! These 200 planes fly so low I can at times see the windows and numbers on the tail of the plane. This once quiet community is under siege and we are all SUFFERING!!!!

We do not live in Burbank. We are eight miles from the Burbank and Van Nuys airports. – **but the air traffic was moved.** The new, expanded terminal, adding new flights and more operations cannot be approved. **I beg you to oppose this Burbank terminal unless they move the flight path.**

I live in the hills of Studio City backed up into the Santa Monica Mountains at 880-foot elevation. I live eight miles from Burbank Airport and seven miles from Van Nuys Airport - When we bought this home 17 years ago there was an occasional airplane flying near our home, now I log over 200 complaints per week and that is just mornings and evenings since I work full-time outside my home.

During the day the flights take off every two minutes, sometimes sooner. They are loud and very low. We at times cannot sleep through the night because of planes flying after the proposed curfew. Weekend flights overhead start as early as 5 am. Please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25.

The proposed expanded terminal at Burbank airport will make the traffic overhead even more unbearable. The terminal should not be approved until the current flight path is changed back to its original path and moved away from the Santa Monica Mountains.

The NEXTGEN program of focused flight paths is not working for anyone. Not for myself or my community, and certainly not for the children who have to stop learning because they cannot hear their teachers in the classrooms over the roar of the aircraft, at times, every 90 seconds.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 18 years I have lived and paid taxes in Studio City? Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles. Eventually one of your low-flying jets will crash into our mountains and burn most of Los Angeles to the ground.

Please stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

I support the comments submitted by my local Quiet Skies Organizations. **These flight paths, the proposed procedures and the New Terminal are not supported in this community.**

Stephanie Baio
3636 Goodland Drive
Studio City, CA 91604
213-700-7981

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. These new flight paths have seriously disrupted my life and my work. I work from home, and I use to thoroughly enjoy leaving my patio doors open or sitting out on my deck while doing my work. I can no longer do that as the constant noise, and fumes have completely transformed my oasis in the mountains into a damn runway! My wife and I just recently said hello to a newborn baby boy, and we are beside ourselves that we cannot walk with him in the neighborhood or simply sit in our backyard because the noise and fumes are overwhelming.

This is a total travesty, and I will do everything in my power to stop you people from destroying our lives.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Steven Baio
11680 Valleycrest Road
Studio City, CA 91604

February 19, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I work from home on conference calls and in person meetings and this has become such a disruption to my work. Also just being outside on a any weekday or weekend is interrupted by the roar and pollution of these aircraft.

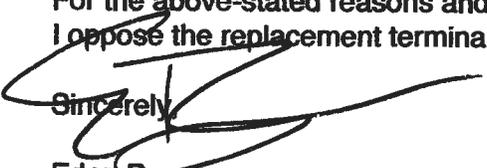
When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 200 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

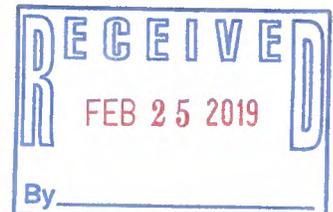
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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,


Eder Banas
11304 Dilling St
Studio City Ca 91602



Comments 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 260, 263, 266, 267, 268, 269, 270, 271, 272, 289, 290, 291, 292, 293, 294, 299, 300, 305, 308, 332, 340, 345, 352, 353, 354, 355, 390, 391, 393, 400, 401, 402, 403, 404, 418, 454, 473, 478, 479, 481, 484, 492, 493

February 28, 2019

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

Dear FAA/Burbank Airport,

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The constant noise has ruined my lifestyle, causing anxiety and making it impossible to have a restful day at home (7 days a week). I sometimes actually smell jet fuel in my backyard. Backyard use has become minimal as it is louder there.

The emotional and physical aggravation has been exacerbated by the FAA which has proven to be duplicitous, opaque and scheming, setting themselves up as the enemy of the public rather than defending their well being. They break the laws with impunity, using unauthorized flight paths, whilst pretending to uphold the laws. We have had to insist that they follow the current laws and wind back their damaging programs, and they resist to the last breath. They introduced flight paths without study, without consultation, before those new flight paths were legally approved, then tried to camouflage their activities and tell us all we are mad and complain too much! (I have literally been told that). Considering all the damage they have caused to our communities they must be regarded as either incompetent or devious, I am not sure which.

As such the FAA has proven itself ethically and morally unfit to oversee any new ventures to do with flights. They have ruined our neighborhood and clearly do not care, nor do they want to be bothered to even consult the public whose lives they effect dramatically. In lieu of our past and current experiences, any expansion of Burbank airport that will necessarily be working with the FAA is untenable. It will be used to further harass the public, as they have been doing for the past two years. They have made it impossible to support expanding airport operations, forcing us to engage in expensive law suits to even be heard.

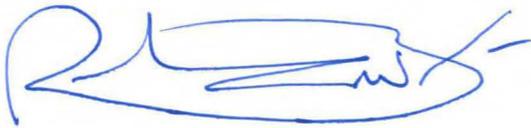
When I moved to my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and **toxic jet particulates that fall to the ground.**

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR. Please see further reasons why I object below.

Sincerely,



Ratzel Bander
3446 Coy Dr
Sherman Oaks
CA 91423

FURTHER FACTS FOR CONSIDERATION FOR BURBANK'S NEW EXPANDED TERMINAL

(MY QUESTION IS WHY DO WE HAVE TO POINT THESE THINGS OUT TO YOU! YOU ARE SUPPOSED TO BE PROFESSIONALS AND SHOULD (OR DO) KNOW ALL THIS, AND YET YOU CHOOSE TO IGNORE IT TO FURTHER YOUR AGENDA WHICH OBVIOUSLY OWES MORE ALLEGIANCE TO THE CORPORATIONS WHO LOBBY YOU RATHER THAN THAN THE PEOPLE YOU SHOULD BE REPRESENTING AND PROTECTING. PLEASE CONTINUE TO READ AND TAKE NOTE!)

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to

National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. That means more flights, larger jets and jets flying even closer together. The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA

Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced

in 2017. To do so would constitute a false baseline. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental grounds" under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as "opposition on environmental grounds to an action, by

a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action....” Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 CFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and

measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet overflights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

(End Retzel Bander comment)

February 21, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work and have affected my personal comfort and health. Among other issues, the excessive noise is causing difficulty with our normal sleeping patterns resulting in sleep deprivation which in turn impacts the remainder of our waking hours adversely. The noise is disruptive to a working and concentration while at home as well. We are further concerns there may be an adverse and unfair impact upon our property value due to the noise generated.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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We have also left messages with the Hilda Landaverde to express our concerns on 2/16 and 2/20 and have not received any response. If she is currently out of the office, we can understand there may be a slight lag in her response, though it would seem someone else on staff should be tasked with responding to concerns of the surrounding community impacted by the noise in her absence. We hope and would anticipate a staff member will respond soon, but we are becoming concerned our communications may not receive response which would be highly disappointing.



For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wm Beuter", with a long horizontal flourish extending to the right.

William Beuter

10703 Woodbridge St.

Toluca Lake, CA 91602

213-926-5405

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

Dear Mr. Cushing,

I am writing as a 40 year resident of Studio City. I live on Viewcrest Rd. off of Laurel Canyon, South of Ventura Blvd. The noise from the airport in Burbank from the planes flying over head from 7am each morning into the evening (sometime after 10pm) is intolerable. My home is in a very bucolic setting. The peacefulness of our neighborhood is corrupted by the noise. There are several schools nearby and I can only guess how disturbing the noise must be for the students and teachers. Our guesthouse is above our house. The noise there is even worse. Constant noise from planes overhead is truly intolerable. I am writing now to ask that further development at Burbank Airport be stopped for the sake of the wellbeing of the citizens of Studio City who deserve to have their wellbeing taken into consideration.

Thank you for your consideration.

Best,

Susan Schwarz Berton
(310-785-0060)

Mr. David Cushing

Manager, Los Angeles Airports District Office, LAX-600

777 Aviation Blvd., Suite 150

El Segundo, CA 90245

Scoping Comments on Hollywood Burbank Airport Terminal Replacement Project

Dear Mr. Cushing:

I write on behalf of UproarLA, a community group whose members reside in Studio City, Sherman Oaks, Encino, Toluca Lake, North Hollywood, Valley Village, Hollywood Hills, Laurel Canyon, Bel Air, and other neighborhoods in the Santa Monica Mountains, to provide scoping comments on the Federal Aviation Administration's (FAA's) Environmental Impact Statement (EIS) for the Hollywood Burbank Airport (BUR) Terminal Replacement Project (Project). Our comments are as follows:

1. As an initial matter, we agree with the FAA that the Project's significant environmental consequences require the preparation of a full EIS rather than an Environmental Assessment (EA).
2. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at Hollywood Burbank Airport (BUR) even if the number of terminal gates remains constant. Indeed, an August 2015 Technical Memorandum by AECOM entitled "Analysis of Airport Capacity Constraints" indicates that the maximum capacity of Hollywood Burbank Airport is nearly 12 MAP, far greater than current operations.
3. The EIS must use an appropriate baseline. In developing that baseline, the FAA should account for the fact that the initial segment of the departure routes currently being flown at BUR were never subject to NEPA review during the Southern California Metroplex project. Nor, to our knowledge, have the current routes ever been reviewed as part of any other NEPA analysis. Moreover, the routes appear to be in flux — the number and path of departing aircraft varies significantly from day to day. For each of these reasons, pre-Metroplex conditions provide the most appropriate and equitable baseline against which to measure project impacts.
4. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:

Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others, associated with departures and arrivals directly, indirectly, and cumulatively related to the Project.

- Unique topography, including, in particular, the hills and canyons south of the airport;
- Single-event noise measurements for departures and arrivals directly, indirectly, and cumulatively related to the Project;
- California and federal noise metrics;

- The likelihood that aircraft will not adhere to published departure and arrival routes.

5. NEPA's implementing regulations provide that cumulative and connected actions should be considered in the same EIS. 40 C.F.R. §1508.8. The FAA is currently undertaking simultaneous NEPA reviews of (1) departure routes from BUR and (2) BUR terminal and airfield improvements. These are precisely the kinds of actions that should be considered together, in a comprehensive EIS.

6. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Cumulative impacts refer to "the impact on the environment which results from the present impact of the action when added to other past, present and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 C.F.R. §1508.7. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:

- The Metroplex project;
- Changes to, and eventual closure of, Santa Monica Municipal Airport (SMO), including relocation of some SMO operations to other area facilities.
- Changes in operations and routes at Van Nuys Airport (VNY);
- Proposed open SIDs for OROSZ 3 and SLAPP 2 at BUR.

Indeed, residents in these areas are already feeling the incredible negative impacts due to the FAA's proposed series of actions include new departure routes from BUR, that will place more aircraft, at lower altitudes, in greater concentrations, along specific corridors directly over residential neighborhoods, parks, schools, open space preserves, and other noise-sensitive areas. The resulting noise, pollution, and safety risks will be transferred from the community at large to the members of UproarLA and their neighbors. See Ex. 1. The impacts of the terminal replacement cannot be viewed stand-alone from the cumulative impacts of the FAA's proposed new routes.

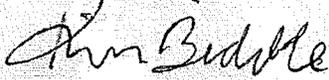
7. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives" and mandate that this analysis be "the heart of the [EIS]." Here, the FAA should consider alternatives that would adjust the arrival and departure routes used by aircraft accessing the proposed BUR replacement terminal. In particular, the FAA should consider routes concentrating overflights above the US-101 corridor (i.e., north of the Santa Monica Mountains), where land uses and topography are most noise-compatible. Such routes are objectively reasonable, would help address noise impacts, and would not interfere with the Project's purpose and need. If the EIS fails to evaluate alternative arrival and departure routes, the FAA will not have a legally-defensible basis for reaching a Record of Decision.

Careful consideration of alternatives in the EIS may also reveal additional alternatives. For example, the FAA should consider whether it may be feasible for some percentage of BUR departures, under certain conditions, to take off to the north. Such an approach would appear to reduce travel time, fuel use, noise impacts, and airspace congestion. It would also route departures over industrial and commercial land (some of it vacant) rather than the residential areas and protected parklands of the Santa Monica Mountains.

8. The EIS must also evaluate "means to mitigate adverse environmental impacts." For this reason too, the FAA must thoroughly and objectively consider adjustments to BUR arrival and departure routes. In addition, the EIS should include mitigation measures that would limit the number and timing of future arrivals and departures at BUR.

Please do not hesitate to contact the undersigned if you have any questions. We would also be happy to meet with you to discuss our concerns in greater detail.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kimberly Biddle". The signature is written in a cursive, flowing style.

Kimberly Biddle

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in North Hollywood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. **At times, starting at 7 am thru 10 pm the planes are so low and loud and consecutive that you cannot hear a conversation, radio, television, etc in my residence with doors and windows closed. Also with young children it's increasingly difficult to put them to sleep with the extra noise. My other concerns are the schools around the corner, Toulca Lake Elementary which a majority of the children in the neighborhood attend, what is the impact on the schools from the airport? Noise, jet fuel etc...**

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the

noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,
Darin Birchler
4954 Cartwright ave
Los Angeles 91601

From: **Joelle Birnberg** <joelle.birnberg@gmail.com>
Date: Tuesday, January 29, 2019
Subject: In support
To: UproarLA@gmail.com

My husband and I live in Sherman oaks in the hills and our babies have been woken up on an almost daily basis by flights arriving into Burbank. The planes fly very low over our house and cause a great deal of noise. I am a family practice doctor and I am deeply concerned for the health of my children given the very high frequency of planes flying directly over us, sometimes twice within a minute, that are emitting carcinogens and other lung irritants that cause asthma. Creating this concentration of flights over our neighborhood puts us at an increased health risk that is unjust. It is not ethical to concentrate this number of flights over such few houses rather than diffusing the impact.

Please take action to rectify the wrong that you are doing to my family.

Sincerely,

Joelle Birnberg and Alexander Braunstein

3446 Longridge Avenue, Sherman Oaks California 91423

Sent from my iPhone

February 25, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have interrupted my family's life and my work at the studios. Also, we have two boys who play outside in the pool and on the trampoline, basketball and skateboard in the driveway and we are outside frequently together. In the past year, we have seen a dramatic increase in airplane traffic over our home. We have all noticed an increase in the noisy air traffic. Our privacy has been compromised, Our kids are nervous as the planes are low and loud. We can hear it from everywhere in our home and find it disruptive to our life.

When we invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

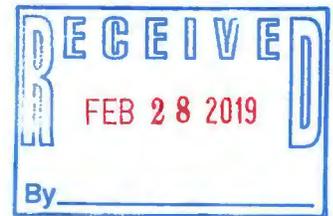
For these reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Charles Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 25, 2019

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



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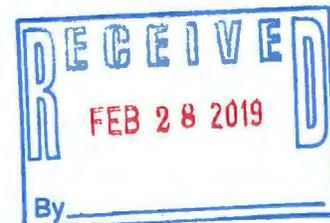
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Charles Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 25, 2019

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



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1. How will our health be affected?
2. What is the proposed increase?
3. How can we be better informed about plans such as these before the flight paths change?
4. This will impact the value of our homes?

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Dana Boyd

4620 Forman Avenue
Toluca Lake, CA 91602

February 25, 2019

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

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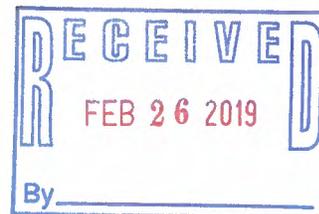
For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Dana Boyd
4620 Forman Avenue
Toluca Lake, CA 91602

February 19, 2019

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



Dear Sir;

This letter is too strongly show my opposition to the terminal expansion at Burbank airport without fundamental and comprehensive change to this current flight path, protection of our communities and parklands, and limits on airport growth and operations.

The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) “when added to other past, present, and reasonably foreseeable future actions”, whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, its reasonable foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow to gain altitude jets that are

not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

It has already been determined by an independent analysis conducted by Landrum & Brown that the BUT flights paths shifted south in a concentrated path over the affected areas of Studio City, Sherman Oaks, and Encino. This change in flight track occurred early 2017 without notice or environmental study. Prior to 2017 there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly quiet, tranquil hillside neighborhoods as well as over the playgrounds and athletic fields of no less than 10 private and public schools. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address and mitigate despite intense and widespread public outrage and controversy.

Under section 4(f) of the US Department of Transportation Act, the FAA must avoid potential impacts to “publicly owned parks, recreation areas, wildlife and water fowl refuges, or public and private historic properties. The FAA is required to look at all other alternatives to avoid overflying protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until these issues are addressed and a full Environmental study is done by the FAA which will take 12-18 months.

The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a new terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks- a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues would be severely affected by the Expanded Terminal. Crews already have to “hold a shot” every 90 seconds a flight passes due to other cumulative actions already taken by

FAA/BUR. Many on-location shoots are simply moving elsewhere due to constant noise and taking their revenue with them.

Houses values have been affected and are in decline due to these current flight paths which means less property taxes and less revenue for the city of LA.

Bases on prior actions taken by FAA/BUR mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from FAA/BUR action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through the Resolution dated 2/5/19.

Other alternatives must be considered such as:

Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

Redesign by modifying and regarding the 15/33 Runway so it can be regularly used for northern takeoffs.

Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

Retiring all General Aviation operations.

Retiring or reducing Cargo operations.

Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high speed rail lines are two way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.

Until the issues are addressed that our community is suffering under the Expanded Terminal project should immediately cease and will be strongly opposed by all residents of the cities of Studio City, Sherman Oaks, and Encino.

Respectfully,

A handwritten signature in cursive script that reads "Linda Branca". The signature is written in black ink and is positioned below the word "Respectfully,".

Linda Branca
4153 Stansbury Ave
Sherman Oaks, CA 90423

February 26, 2019

Mr. David Cushing
Manager, Los Angeles Airport District Office, LAX-600
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245
Re: Proposed Burbank Airport Terminal Addition

Greetings Mr. Cushing,

I am writing this letter to express my utter dismay and disappointment felt from the total lack of sensitivity to our community. First we learned that NextGen is responsible for its dastardly action to ruin the serene character of this cherished urban living by thousands of valley residences. Now it appears salt is being pounded into our wounds with a proposed Burbank Airport Terminal Addition! Please explain how the latter will mitigate the former atrocity. My family and friends plan to oppose this latest development. Enough is enough.

Sincerely,
Jon Brouse
3636 Goodland Drive
Studio City, CA 91604

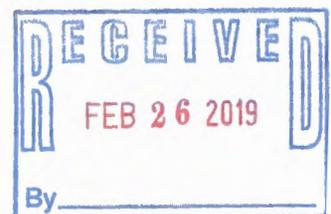
Dear FAA / Burbank Airport,

I am writing to oppose the new expanded terminal at Burbank Airport. I live in the hills of Sherman Oaks and am one of the many people already suffering under the flight paths that were changed in early 2017 without notice or environmental study. This is very disrupting as there is constant noise from planes flying lower not to mention the extra pollution this causes. The FAA MUST NOT ALLOW this terminal expansion which will increase both noise and pollution to the quiet refuge that the hills have been.

Please consider both changing the flight paths and not moving forward with the expansion

thank you

Patty Burnett



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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. What was once a quiet refuge has now impacted our quality of life. Even our soundproof doors haven't shielded us from the roaring of airplanes flying only a few thousand feet over our heads day in and day out. I haven't had a one night of uninterrupted sleep since these new flight paths began. We have five children and purchased this home to one day retire in. Unfortunately, unless things change we'll most likely have to relocate.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Troy Carter
3160 Coldwater Canyon
Studio City, CA 91604

Mrs. Linda S. Clarke
3530 Stone Canyon Ave.
Sherman Oaks, California 91403
lsclarke.email@gmail.com

January 27, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Subject: Proposed Expansion of Burbank Airport

I DO NOT support the proposed replacement / expansion plans for Burbank Airport by the FAA and Burbank-Glendale-Pasadena Airport Authority. The proposed action would have a direct bearing on jet traffic capacity; and it would absolutely increase and intensify the frequency and volume of invasive jet traffic now being experienced with severe adverse consequences as a direct result of flight path changes instituted as part of the FAA's NextGen program at Burbank Airport--changes which have already resulted in the constant, concentrated jet traffic across my neighborhood and multiple surrounding communities.

The following concerns are relevant:

1. The flight path procedure/changes instituted as part of the FAA NextGen are completely new to multiple communities stretching across the southern end of a large area of the San Fernando Valley, and have direct, dramatic, and significant adverse impact-- so much so, that they are being strongly protested and challenged by thousands of residents, multiple organizations, and many city officials. It is (painfully) obvious to thousands of people across the valley that the FAA has been dramatically changing Burbank departure paths since 2017 (verified by the Landrum and Brown study) even without addition of the new proposed waypoints and without proper environmental impact study. Besides the shift in southerly Burbank departures further south over the 101 freeway, the flight path has been reduced from 6 miles wide to a concentrated noise-intensifying 1/2 mile concentrated mile path with jets highly visible and flying very low. The volume of jet traffic has increased even without an expanded capacity airport.
2. The volume and intensity of (very) low flying, loud jets at all hours every day across the communities of the Santa Monica Mountain (including the "flats", rising foothills, and mountainsides) have been, and continue to be a major disruptive intrusion which has (a) caused upheaval to quality of life and health (e.g. ability to sleep, concentrate, and converse, and work) for thousands of residents and school children; and (b) also adversely affected vegetation and wildlife in protected parkland in the Santa Monica Mountains. Repeated, prolonged exposure to toxic jet emission pollutants is now a real concern--a dangerous condition only exacerbated by increased jet traffic.
3. The topography over which southerly Burbank departures are now being directed as a result of FAA NextGen changes is completely inappropriate for, and ill-suited to such low flying jet intrusion. The rising hillside and mountainous terrain in affected highly populated communities (homes and schools) serves to significantly amplify and sustain the loud roar of the low flying (highly visible) jet aircraft departing Burbank and making their way from

Studio City across the flats, rising hillsides, canyons and mountains characteristic of multiple valley communities (which include Studio City, Sherman Oaks, Encino, and Bel Air) under their flight paths. This circumstances of location (i.e. rising hillside terrain and parkland) and population density (residences and school children) have been (insensitively) ignored and/or underestimated as it relates to specific FAA attention to cumulative adverse impact.

4. FAA changes in departure path routing toward and across the rising hillside communities across the valley has already been completely out of touch with, and insensitive to existing conditions for which there has not been proper due diligence to community and environmental concerns. Why not consider a much wider path as before, or multiple tracks and alternate tracks in all directions.

In conclusion:

It is reasonable to anticipate that Burbank Airport expansion will increase jet traffic-- along with the real likelihood this would also immediately compound (what already feels like) abusive conditions to residents, schools, and parklands across multiple communities south of the 101 freeway now being experienced as a result of FAA NextGen shifting and concentrating of Burbank southerly departure paths (implemented increasingly since 2017 over multiple, previously unaffected areas). Increasing traffic from an expanded capacity Burbank Airport (especially without altering jet path traffic away from multiply impacted communities) constitutes an insensitive intrusion into vulnerable geographic terrain which effectively aggravates jet noise disturbance, thereby directly contributing to increased and sustained quality of life problems. The adverse cumulative impact cannot be over-stated.

This proposed Burbank airport expansion is going to make an existing problematic situation, worse! I therefore, cannot support this project.

Thank you for your time and consideration.

Sincerely,

Linda Clarke, (43 year Sherman Oaks resident)

Mrs. Linda S. Clarke
3530 Stone Canyon Ave.
Sherman Oaks, California 91403
lsclarke.email@gmail.com

February 20, 2019

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

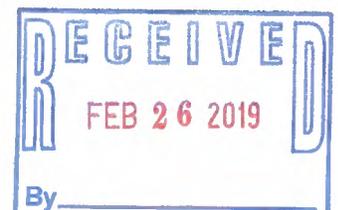
Subject: Proposed Expansion of Burbank Airport

I cannot support the proposed replacement / expansion plans for Burbank Airport by the FAA and Burbank-Glendale-Pasadena Airport Authority because the proposed action would inevitably have a direct bearing on increased jet traffic capacity-- adding to the burden imposed on a large residential area already stressed by the incursion of Burbank jet traffic as a direct result of the FAA NextGen flight path changes begun in 2017. Increased adverse, cumulative impacts to multiple communities under the narrowed jet paths (now in effect) can realistically be anticipated across an extensive part of many San Fernando Valley, Santa Monica Mountain area communities south of the 101 freeway (from Studio City to Sherman Oaks, Bel Air, and Encino).

At this time, extremely intrusive noise along with toxic emissions pollution are currently being experienced with increasing public outcry as a direct consequence of changes to FAA (NextGen) departure flight path/procedures from both Burbank and Van Nuys airports-- changes which have dually impacted thousands of residents, schools, and parkland across valley terrain completely unprepared for, and definitely wrong for the constant, daily, low flying jet intrusion now taking place. Current and steady growth at both airports, in conjunction with FAA NextGen changes to departure flight paths at both, have yielded severely adverse cumulative impacts that are highly invasive--even without a rebuilt and expanded Burbank Airport facility.

The following conditions and concerns are relevant:

1. The flight path procedure changes instituted as part of the FAA NextGen are completely new to multiple communities stretching across the southern end of a large area of the San Fernando Valley; this has had a direct, dramatic, and significant adverse impact-- so much so, that the changes are being strongly protested and challenged by thousands of residents, multiple organizations, and many elected officials. It is (painfully) obvious to thousands of people across the valley that the FAA has been dramatically changing Burbank departure paths since 2017 (verified by the Landrum and Brown study) even without addition of the two new proposed waypoints, and without proper environmental impact study. Besides the shift in southerly Burbank departures further south over the 101 freeway and into many miles of hillside communities beyond, the Burbank departure flight path has been reduced from a 6 mile wide dispersal to a concentrated noise-intensifying 1/2 mile wide steady stream with jets highly visible and flying very low.
2. The topography over which southerly Burbank departures are now being directed as a result of FAA NextGen changes is completely inappropriate for, and ill-suited to such low flying jet exposure/intrusion, never previously experienced prior to FAA NextGen alteration to long established flight path procedures. The very nature of the noise-sensitive terrain in affected highly populated communities (homes and schools) serves to significantly enhance sound intensity and duration--i.e. amplifies and sustains the loud roar of the low flying jet aircraft departing Burbank and making their way across the flats, rising hillsides, canyons and mountains characteristic of Studio City, Sherman Oaks, Encino, and Bel Air over which they now fly.



3. The volume and intensity of low flying, loud jets, from early morning to late evening, every day across the communities of the Santa Monica Mountain (including the "flats", rising foothills, and mountainsides) have been, and continue to be a significant, abrasive disturbance which has (a) caused upheaval to quality of life and health (e.g. ability to sleep, concentrate, and converse, and work) for thousands of residents and school children; and (b) also adversely affected vegetation and wildlife in protected parkland in the Santa Monica Mountains. Repeated, prolonged exposure to toxic jet emission pollutants from low flying, ascending jets (to people, wildlife, and parkland) is a real concern now, and a hazardous condition that will only be exacerbated by increased jet traffic.
4. In effect, FAA changes in departure path routing of jets low, and deep into (and across) so many noise-sensitive rising hillside communities has already been completely out of touch with existing conditions for which there has not been proper due diligence to community and environmental concerns. Circumstances of location (i.e. rising hillside terrain and parkland) and population density (residences and school children) related to noise and toxic emissions from the volume of low flying jets have been (insensitively) ignored by FAA NextGen change actions, and grossly underestimated as they relate to cumulative adverse impacts.

Residents from Bel Air, Sherman Oaks, Encino, and across to Studio City are increasingly being severely, adversely impacted by changes directly attributed to 2017 and 2018 FAA NextGen implementation at both Burbank and Van Nuys airports. Also, current and projected jet operations growth at both Van Nuys and Burbank have, in effect, aggravated and compounded issues raised by concerned community members like myself.

The following interrelated conditions are relevant to public concerns about Burbank expansion and are not inconsequential considerations as they relate to adverse cumulative impacts:

1. Since the implementation of FAA NextGen flight path departure changes, jets departing Burbank (proceeding westward) and Van Nuys (going eastward) have effectively been criss-crossing each other over multiple Santa Monica Mountain/ Mulholland corridor communities (flats and rising hillsides) south of the 101 freeway-- effectively compounding dramatic, intrusive noise conditions created by FAA NextGen flight path departure procedure changes at both airports. Now we experience dual overlapping flight patterns-with a high volume of jets from both Burbank and Van Nuys routed in concentrated overlapping paths over homes, schools, and parkland of Studio City, Sherman Oaks, Encino, and Bel Air. This has resulted in an extremely congested airspace -- with loud, low flying ascending jets flying across the same air space, deep into topography which has never before (prior to FAA NextGen implementation) experienced this kind of intensity and frequency of jet traffic.

The simultaneous adverse impacts from Burbank airport as well as Van Nuys in effect now, are significant, and functionally exacerbate issues raised above in this letter-- especially when considered in light of increased use at both airports. To summarize:

- a. The frequency and intensity of noise impact from both airports with low flying departing jets is considerable, and new to affected communities since FAA NextGen procedure changes. Jet engine sounds reverberate against the rising canyon hillsides; you can see and hear them coming, passing over, and leaving for quite a while. Increased flight activity will only further aggravate cumulative noise impact to (our) already adversely impacted noise-sensitive Santa Monica Mountains hillside communities.
- b. Wildlife, vegetation, and protected parkland are repeatedly being exposed to and impacted by the extent of noise and toxic emissions from such a high volume of low flying jet aircraft constantly criss-crossing the same noise-sensitive / environmentally sensitive areas. Increased flight activity will only further aggravate the cumulative noise and emission impact to already adversely impacted areas.

2. Resident upset and frustration regarding intense noise and cumulative dangers of toxic emissions from the lower flying jets out of both airports has been voiced with significant numbers of steadily increasing complaints (since 2017/2018) to airports, city, and congressional representatives as residents find basic quality of life conditions seriously upended: sleep, work, ability to converse and concentrate. Increased, and consistently increasing public frustration, reaction, and action (via letters and calls) demonstrate the on-going extent of public discontent and controversy generated by FAA (NextGen) flight path/procedure changes implemented without due diligence to very real (adverse) community and environmental conditions.
3. Airport use and operations at both Burbank and Van Nuys have been rising steadily; public as well as government officials are acutely aware of this increased use and plans for expansion and/or changes at both that will facilitate increased jet traffic capacity. In effect, adversely impacted areas (already suffering from new FAA NextGen departure path procedures/patterns at both airports), will be subjected to even more invasive jet noise intrusion and toxic emissions/pollutants exposure because of increased traffic from both airports. There are many times during the day when jets from both airports (now) come across our communities (including my house and neighborhood) in rapid succession--one after another--at times a minute apart!
4. Van Nuys Airport traffic volume has significantly increased (and continues to increase) due to changes at Santa Monica Airport which include shortening a runway and news of that airport's (documented) impending closure. Both circumstances have caused relocation of, and a notable increase in jet operations at Van Nuys. The projected increase in both Burbank and Van Nuys operations will continue to increase and sustain adverse (cumulative) impacts already being experienced in multiple affected Santa Monica Mountain area communities.

In conclusion:

It is reasonable to anticipate that Burbank Airport expansion will inevitably increase jet traffic operations, further compounding the dramatic, adverse, cumulative noise and emissions impact now being experienced by multiple communities south of the 101 freeway--a direct result of FAA NextGen changes to jet departure path/procedures which have shifted and concentrated jet traffic into communities and terrain previously unaffected. We now have what (visibly and audibly) feels like an extremely invasive aerial "assault"; an increase in volume and frequency in jet traffic capacity would clearly be facilitated by the proposed expansion project.

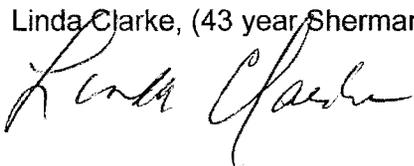
Actions which result in increased jet traffic capacity, without recognizing and addressing current adverse conditions voiced by impacted communities is not acceptable. Returning to previous safe departure procedures which include, for example the wider 6 mile dispersal path and steeper ascent, and/or considering alternate departure path directions (to re-direct/ shift and disperse jet traffic) would help alleviate the severe noise disturbance and toxic emissions exposure we are (insensitively and inappropriately) being forced to endure. The adverse cumulative impact cannot be over-stated.

It is incumbent on Burbank Airport Authority and the FAA to "be a good neighbor"; this necessitates serious attention to concerns/complaints raised by affected communities and an honest assessment of how actions-- like the proposed expansion (especially in light of FAA flight path changes) -- would continue to sustain and increase adverse affects like the ones sited above. This proposed expansion is going to make an existing, highly problematic situation, worse! I therefore, cannot support this project.

Thank you for your time and consideration.

Sincerely,

Linda Clarke, (43 year Sherman Oaks resident)



February 20, 2019

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

From: Daniel Cohen & Candice Bernstein
13154 Cheltenham Drive Sherman Oaks, CA 91423
ovyrobot@gmail.com / 818-370-1234

Mr. Cushing,

The FAA and BURBANK Airport are on the verge of changing the flight paths from Burbank. ALL DAILY DEPARTURES (now 170+) will be required to fly over hillside neighborhoods, schools and parks from Studio City, west through Sherman Oaks, to Encino. Jets will fly LOUD and LOW over our communities, valuable open space and wildlife habitat, due to new GPS points that guide jets in a concentrated flight path.

I object to these new flight paths, OROSZ 3 and SLAPP 2, and to waypoints that will guarantee disruption to our communities and burden us with constant noise and a significant air quality health hazard. I object to flight paths that expose residents and visitors -- our school children, student athletes, and people seeking recreation in the foothills of the Santa Monica Mountains Recreation Area -- to constant jet noise and pollution.

I object to a flight path over mountainous terrain at higher elevations. Altitude minimums are far too low over terrain and jets gaining altitude are too low and too loud. Unstudied canyon acoustics create a long echo effect of 90 seconds or more. We object to the lack of environmental impact studies. Where are the noise and air quality studies that support FAA's decision to locate waypoints at 1700 to 3200 feet AGL (above ground level) over thousands of children attending area schools?

I object to jets consistently flying well below the "mixing level," where particulate pollutants fall to the ground. Negative health effects of breathing particulates are well documented -- and are most dangerous for children, who are "sensitive receptors," along with the ill and elderly. Children play outside and engage in sports, further increasing their susceptibility. We object to the disruption of our schools. Children have difficulty learning in a noisy environment. The schools in your proposed path were built in quiet, hillside environments and have inadequate soundproofing.

I object to the disruption and degradation of noise sensitive, 4-F designated, public recreation and park land, the Santa Monica Mountains National Recreation Area. This area is home to much of our dwindling, Los Angeles wildlife and wildlife habitat. We object to the FAA's and Burbank Airport's failure to provide outreach on these extremely significant and intrusive new procedures. No notification or engagement.

I object to the FAA's failure to specify flight paths. Faulty online procedure materials misrepresent geographical location of path and waypoints. The FAA must, in the interest of transparency, provide corrected maps and restart the comment period. The FAA must eliminate the waypoints or move them north over the natural "noise corridor" of the 101 freeway.

With these facts in mind, I strongly object to any all changes or upgrades to the Burbank airport until all of these issues have been adequately addressed.

Thanks,

Daniel Cohen





COMMENT FORM

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



Public Scoping Workshop - Comment Form

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

Comments:

I do not want any more airplanes flying over our house than there already are. We recently moved here to be closer to family as my husband and I are expecting our first child in August. Since we moved, I have already had trouble falling asleep at night because of the noise from overhead planes. Any more planes would be even more disruptive to my sleep and our general quality of life here.

I have also been woken up in the morning by the planes as well as had difficulty concentrating throughout the day as I work from home.

Please do not allow any increased air traffic over our home. We love living close to my in laws and don't want to move again.

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

Name: Meredith Collier
 Address: 11140 Hortense St
 City, State, Zip: West Toluca Lake, CA 91602
 Email: meredithnoelcollier@gmail.com

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

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

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

February 21, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. **I work at home and the jets directly affect my livelihood!** The ever-increasing noise is disruptive to my work concentration/focus and I literally have to mute my phone in client meetings and not participate in the call when planes are overhead! Outrageous.

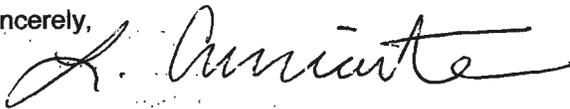
When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

My husband is a cameraman in the film industry. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

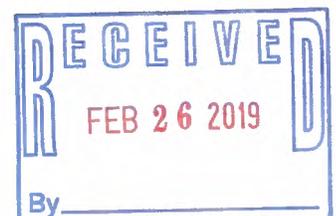
Sincerely,



Lynn Crosswaite

3570 Valley Meadow Road

Sherman Oaks 91403



Ms. Roslyn Dahl
3334 Longridge Terrace
Sherman Oaks,
CA, 91423

February 28, 2019

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

Dear FAA/Burbank Airport,

I strongly urge you to read this letter. Too many airport officials and the FAA continue to communicate there is no significant change to the environment or quality of life for residents under the FAA NEXGEN/METROPLEX Airport Efficiency Program changes rolled out at Burbank and Van Nuys Airport...including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths. This is just wrong! BUR and VNY today are receiving an unprecedented number of complaints from impacted residents like I, who never even lodged a single aircraft complaint before 2017. The specific decisions and actions of the FAA and BUR have directly led to a significant adverse impact on my life.

Because of this, I Strongly Object to the Burbank Airport replacement terminal proposal. The proposed BUR terminal replacement/ expansion will only serve to increase the number of flights, customers and enable larger jets to utilize the facility...simply just compounding the already unlivable situation.

- There is no guarantee that Burbank won't eventually seek to further expand, and become the next LAX of the Valley, further multiplying the adverse impact.
- There is no guarantee a "voluntary" curfew will continue, when (a) it is "voluntary" and not mandated and (b) it already excludes other private aircraft such as UPS and FedEx which fly over our homes at very low altitudes routinely at 1am...3am...5am...6am.
- As Santa Monica airport shuts down, those flights will simply be migrated to BUR or VNY. Residents of Santa Monica can enjoy some peace and quiet, but we cannot.
- Authorities have not changed the pathways, frequency of planes, low altitudes or made any attempt to lessen the significant impact of aircraft traffic and noise over myself and other residents, despite 300,000 to 400,000 complaints. It is illogical and inaccurate for Authorities to conclude that (a) residents do not have a factual basis for complaint regarding the procedures endured today, when the issues did not collectively exist at least 4 - 5 years ago pre-Metroplex (definitely pre-2017); (b) even if a flight path did previously exist (many have shifted south), using it once or twice a day vs. every 2 minutes up to over 300+ flights a day currently, is clearly not the same experience for residents under

that pathway, and (c) It is clearly acknowledged that air traffic that used to be dispersed over a 6-mile range, is now focused on very narrow corridor, of which unfortunately we live.

- The cumulative impact of the increase in volume of flights (and Jet size) over the same narrow corridor we reside under, has not been properly assessed. VNY can also expand, and increase the volume of flights and size of jets over our residence.
- Our home is 9 miles away from BUR airport. In this situation, any reasonable consumer buying a home in an area adjacent to Federally protected open space, reserve area, an ambient 45 DB, quiet hillside, and in a 'non-aircraft' designated specific noise zone, would not, could not, and should not be reasonably expected to suffer a clearly discriminatory targeted and continual barrage of over 100 decibel aircraft noise, when others living equally far away, including residents of Burbank, Glendale and Pasadena, do not. The current situation is a gross abuse of the supposed "environmental justice" requirements, and there is no "fair treatment" for the class or group of citizens specifically under these narrowed pathways. Dispersal of aircraft and noise across 6-miles prior to Metroplex, was much closer to "fair treatment".
- A private settlement with the Beverly Hills Home Owners Association which led to amended pathways and displacement of adverse aircraft noise over their homes to directly over mine, is not "fair treatment". Perhaps precedent. The topography, hillside altitude, environment, open space, schools, and other basis for their complaints are no different 1 mile or less north of Mulholland than they are 1 mile south.

Have independent bodies inquired or determined if BUR is entering into other "private" settlements with potentially impacted parties from the proposed BUR development, and if so, have or are these legally required to be disclosed publicly? Do these support "fair treatment"? If not legally required, would the interests of the public be better served if they knew, before approving a proposal? If so, that information should be disclosed.

- We have been stripped of our rights to use our homes and land in the manner for which it was intended and the conditions under which it was purchased. Our homes were not built to sustain this constant onslaught of noise, nor the pollutants dropped in our gardens and pools. Homes built in the 60's had windows, lots of them, not double-paned. The inability to conduct a phone call or conversation without aircraft noise; work from home; or to enjoy a simple cup of coffee outside for 5 minutes without a plane overhead, is not a life anyone should have to live with and be expected to continue to pay property taxes. It stands to reason you or I would not want to buy a home in this scenario, so neither will future buyers, including parents of children who can't send their children to a local school anymore because it's directly under the flight path and they can't hear their teacher or go outside for PE anymore.
- Organizations and individuals responsible for designing the Metroplex/NexGen measures should have subjected themselves to the impact of those changes as permanent residents under those flight paths for at least 2017 and 2018 before they concluded it was quite livable. I doubt the average individual understands the average ambient noise decibels they live with, until an outsider instantly increases it

up to 50% or more...and claims there is no "significant" difference. Owners and Senior Officers of BUR, FAA and any other relevant authorities approving this BUR terminal project should subject themselves to this noise, pollution and distress. They should send their children to the schools that now have planes continuously over their classes at 2000ft, where they can't hear their teacher. If these individuals are not prepared to do so, neither should we have to; and this project should not be approved, as it will only worsen, what we suffer today.

- There is no logic in sending ascending flights south-west at low altitude over a mountain range in a "very-high fire hazard" region with hundreds of residents' underneath, when they could fly and turn directly quickly north over flat-land, where they are generally heading. There are plenty of other options than these flight paths. These paths are NOT NECESSARY, or you wouldn't have used a significant variety of others over the years, and dispersed the traffic so much wider

There is no freeway for emergency landing in the hills, but there is over the 101. Recent incidents have required light planes to make emergency landings on freeways or highways. There is also only one entry and exit road for many residents living in the impacted area hillsides. Over 80 people died in the Camp Fire in Paradise, California last year. It was publicly communicated that many died because there were only one or two roads in and out of the area for exit, and people had to run for their lives when roads became blocked. Vivid images of panicked drivers were shown on TV. I imagined myself trying to take the only exit route from my home if even one ember started a fire, even 1 plane crash. Then I imagined I would likely have to run...fast, my family, dog and I. But just based on the hillside topography and lack of exit routes, with an instant plane crash, I doubt we'd make it.

Most residents living in the Santa Monica Hillside area impacted by the FAA procedures cannot obtain private home fire insurance in the voluntary insurance market and have to rely on the California FAIR Plan - the insurance of "last resort". How is it that billion-dollar insurance companies don't want to insure my house because the risk of brush fire is too high, but the FAA and Airport Authorities have no problem sending an ever-increasing volume of aircraft at low altitude towards and over this same hillside area - as BUR, VNY and LAX plane flight paths intersect over our heads.

Risk is a function of Likelihood x Impact x Speed of Onset. Risk of Aircraft Accident/Event leading to my property damage or loss of my life since the new procedures were implemented over my home (which will be worsened with BUR Terminal Expansion):

1. Higher volume of aircraft - Risk Increases ↑
2. Lower altitude - Risk Increases ↑
3. More small plane air traffic - Risk Increases ↑
4. Aircraft accident - speed of onset so fast that you cannot escape, Risk Increases ↑
5. Very-high fire hazard area/brushland at high risk of igniting, Risk Increases ↑
6. Limited exit routes/egress to escape a resulting fire, Risk Increases ↑
7. Narrow hillside roads that Emergency Services have already raised safety concerns in combatting ground traffic congestion, seriously restricting access to those in desperate need - Risk Increases ↑

Potential risk of property damage and (MY) loss of life as a resident due to Aircraft Accident with limited, dispersed, or no aircraft over my residence in the hillside - Risk Decreases ↓

The decisions the FAA, BUR, VNY, LAX and any other airport authorities make today that send more aircraft over my home can have far greater ramifications that you might think. We cannot assume Pilots will always follow the "rules". Pilots come in all forms, just like airplanes. Accidents don't need to include a commercial jetliner, it can just be the kamikaze or reckless pilot of a small plane. Since NexGen was introduced I have twice witnessed and complained to airport authorities about a private airplane (I believe the same one) that circled our residence and street multiple times, at high speed through a small valley and mountain peak, at lower than 1500ft altitude. This endangers all of our lives. Hillsides are playgrounds for some; adventurous and dangerous. Flat lands are boring, but safer for those living under flight paths.

The FAA is concerned with the safety of Airline passengers...what about the safety of residents immediately under this superhighway of aircraft?

What risk analysis has been performed to ensure that as a RESIDENT LIVING UNDER this FAA, BUR & VNY induced superhighway of aircraft, my risk of loss of life &/or insured/uninsured property damage is minimized? Where is the analysis explaining to me why 'you have no alternatives' other than to fly over this topography, with these fire hazards and lack of emergency access or resident exit routes. Why is my life worth more in the air flying over my residence, than under that plane living in that same house?

- It is time that data provided or used by the FAA, BUR, VNY or others **MUST BE "AUDITED"** by a Big 4 Professional Accounting Firm or other Highly Specialized Firm in this topic, to provide a truly independent evaluation of the sufficiency and accuracy of information utilized in any proposal...and the results of the audit should be delivered by that Firm to the public. Consultants are not held to the same standards as qualified and certified Auditors. If there is nothing to hide, allow the additional scrutiny and fact verification. Further, all Consultant and internally generated reports used by the FAA and others to design and implement the NEXGEN/METROPLEX Airport Efficiency Program, including, but not limited to SLAPP TWO, OROSZ THREE, HARYS TWO, and PPRRY flight paths should be audited. No steps should be taken to proceed with the BUR Terminal Replacement/Expansion until ALL information and claims made about this development are thoroughly and independently audited and reported to the public.
- The changes in BUR and VNY procedures to date have led to a significant and serious deterioration in my quality of life and that of my family. It is costing me money to try to insulate my home from sonic noise while suffering loss of property value. My retirement is threatened. There are associated health concerns. We cannot enjoy the house and surroundings I worked so hard for. My house is no longer a HOME!

For all of the reasons noted above, **I OBJECT** to the Burbank Airport replacement terminal proposal:

- **NO TO BURBANK AIRPORT TERMINAL EXPANSION UNTIL YOU RESOLVE THE DESTRUCTION OF OUR QUALITY OF LIFE DUE TO METROPLEX/NEXGEN, FAA SLAPP TWO, OROSZ THREE, METROPLEX, AND VNY HARYS TWO, PPRRY and any other current or planned airnoise over Sherman Oaks and Studio City.**
- **STOP THE ONGOING, EXCESSIVE AIRCRAFT NOISE AND FREQUENCY OVER SHERMAN OAKS AND STUDIO CITY.**

- RESTORE THE PRE-NEXGEN 6-MILE WIDE FLIGHT PATH, PROVEN SAFE FOR DECADES
- CONSIDER ALL AIRPORT PATHWAYS AND ALTERNATE TRACKS IN ALL DIRECTIONS - BUR & VNY. FOR BUR:
 - Re-route the flights east or southeast over Burbank, Glendale, and Pasadena.
 - Redesign by modifying and re-grading the 15/33 Runway so it can be regularly used for northern takeoffs.
 - Redesign with a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.
 - Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.
 - Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.
 - Transfer all general aviation or shift cargo operations to another airport. No to UPS and FEDEX during curfew hours.
 - Relocate the entire BUR airport. The entire airport reeks of jet fuel. Customers cannot even walk from the airport to the Rental Car pick-up in the open air without having to cover their mouths and noses to try to prevent inhaling the toxic fumes. It is just getting worse. Expanding the terminal will only subject more people at the airport, surrounding areas, and those of us directly under the BUR pathways to even more toxic pollution. Move it to a less populated area with high-speed transit links to/from Burbank. Make the BUR airport a hub that connects to the transit lines to the airport and other metro-link lines.

Thank you in advance for your consideration.

Sincerely,
Ms. Roslyn Dahl

February 26, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 *without notice or environmental study*. The flight paths have seriously disrupted my life and my work. I live and work at home, and bought my property sixteen years ago specifically for its quiet and clean location.

I chose to buy my house in the Santa Monica Mountains National Recreation Area because of its quiet, its beauty in both flora and fauna. The extralegal additions of flight paths above me that have been added in the last two years have caused an extreme negative impact in my life and that of my family.

I have new noise to deal with when I work, which is what I moved here to avoid.

I have family members with asthma, and there has been a noticeable uptick in sensitivity here as a result of increased air pollution from flyover.

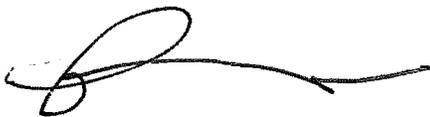
When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel DeVincentis', with a long horizontal flourish extending to the right.

Daniel DeVincentis
7524 Mulholland Drive
Los Angeles, CA 90046

February 20, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

William DeWitt III
3529 Wrightwood Court
Studio City, CA 91604

February 26, 2019

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

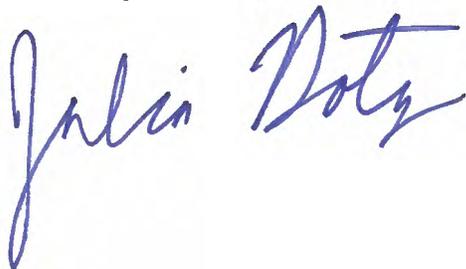
Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City. There are already too many airplanes flying directly over my property, children's school (Carpenter Community Charter) and Fryman Canyon where I like to hike. The noise level is constant and disrupts our quality of life. I can't even have my windows open in my own home! This causes my bills to be higher because I have to run my air conditioner more. If I could also have fresh air coming in from outside, I could run it less. My children are distracted at school by the constant low flying jets. I don't even want to invest in patio furniture because I will not want to sit outside with the planes constantly flying above me. It is terrible noise pollution and environmental pollution. I cannot sit by as the airport makes plans for the noise level to be even more frequent and louder with larger aircraft. I am woken up by planes flying overhead many nights. We deserve better than this! The FAA has not addressed our concerns thus far of the airplanes going over the exact same area over and over with the extremely narrow flight paths that they imposed. I oppose the expansion because things are already so terrible I do not want them to get worse.

We are real people who experience real effects from the planes. Please do not make things worse for us. Please help us to make things better. The FAA must move the paths before proceeding with a new terminal.

Sincerely,

Julia Doty
11842 Moorpark Street Unit E
Studio City, CA 91604



Date: February 28, 2019

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

Dear FAA/Burbank Airport:

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and when I invested in my home, I would never have thought that one day my family would be living with the threat to our quality of live that we face today. We are one of many families suffering under the flight paths that were changed in early 2017 without notice or environmental study. The noise level we experience when home and around our neighborhood is more than significant, it is unbearable. The air traffic from BUR is now constant and it can be heard inside my home, and outside it prevents normal conversations. The times that these flights occur have continued to extend to both early and very late hours, disturbing sleep for both myself and my children. The low altitudes of the aircraft cause the noise to be heard through closed windows and walls. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

The FAA, under the guise of safety and efficiency, is endangering our protected Santa Monica Mountains parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The current unauthorized flight paths have already diminished the local economy, including preventing local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, local tax revenues. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to Studio City and the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Kevin Doty, Resident and Scientist

February 27, 2019

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

Dear Mr. Cushing,

I would like to add my voice to the list of others in our community who feel that our lives have been dramatically impacted by the noise and pollution from the new flight path out of Burbank Airport. My family and I can no longer spend time or have conversations in our backyard without stopping numerous times waiting for the jets to pass. We won't let our granddaughter play in the backyard for fear of the impact of jet pollution. Our sleep has been severely disrupted. We no longer wake to a quiet morning, but instead rise to the jarring sound of a jet overhead. I used to enjoy a certain amount of tranquility sitting in our outdoor hot tub. That is no longer the case. Just yesterday during a 20-minute period 6 jets flew overhead. The noise has reached a point of absurdity and given rise to unbridled anger on our behalf. We can't tolerate it any longer.

Please, please, please hear our heartfelt request to have the FAA alter the flight path to its previous position or a new one that doesn't fly over so many residential areas and schools in our Studio City/Sherman Oaks community.

Respectfully,

Max Eisenberg
4150 Elmer Ave.
Studio City, CA 91602

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

February 21, 2019

Dear FAA/ Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

I am writing to ask for action ; my home life in Studio City has been ruined by the narrowed and lowered flight paths out of Burbank Airport.

I have been at every public airport meeting -I want to assure you that the people that congregated on 10/18 with the Burbank Airport Authority and then on 11/7 and 11/8 for the FAA, and then again on 1/29 with the Burbank Airport authority expansion meetings are residents of Studio City, Toluca Lake, and Sherman Oaks - we don't know each other - or at least we didn't previously. We have come together because we share a deep concern for the increased air traffic (noise and pollution) in our community.

I went back and checked my "Nextdoor" archive. Nextdoor is a private social community network organized by neighborhood. Usually people post about lost pets, local recommendations, and crime/safety. I noticed around mid- May and becoming more frequent and insistent as the summer months progressed, neighbors began posting about dramatic increases in air noise. I've pasted an example from a post that a neighbor started 5/12/18.

airline noise

I'm sure you've noticed the increase in jet noise this week - especially today. And a couple of nights ago very loud after midnight. I wonder how long this will continue. It's so noisy.

12 May · 24 neighborhoods in General

Alison W. SC West (Whitsett-Laurel Canyon) · 12 May
Yes! The air traffic today is crazy!!!

C. E. D. West Studio City · 13 May

What happened to noise abatement? Seems the planes are lower now going over Studio City...

This post and many others like it - go on for **hundreds and hundreds** of entries - every day since then - people trying to figure out what's going on and trying to share information about what they discovered and trying figure out a way to band together and get answers and a return to life as we knew it. It's important to note that this was not a previous regular topic of discussion. There was definitely a moment in time when things shifted more dramatically and we all noticed.

When we went to the FAA meetings and the representatives looked at us with confused expressions and said "We don't understand, nothing's changed. See these maps?". It felt like gaslighting to the whole community.

I listen for a living. I am a pediatric speech language pathologist and my clinic is in my back yard. I work with the most sensitive in our community: toddlers and preschoolers with autism and other developmental disorders, and their parents.

I have lived in Studio City for 25 years and in this home for 20 years. Living in this neighborhood, we are used to a certain amount of freeway noise from the 101 and noise from helicopters and sirens due to our proximity to Ventura Blvd. It used to be in session, when I heard an airplane - I would say to the toddler "oh, wait - do you hear something?" to increase their awareness to their environment. Sometimes, we would go outside and look for the airplane. So you can trust me when I tell you that planes overhead were occasional, and I don't ever remember the noise being disruptive. Now, the children, their parents, and myself can't get through a single session without multiple interruptions that are loud enough that we have to pause our conversation. Prospective clients coming to my clinic for the first time ask "what's up with the airplanes??"

As a speech and language pathologist, I'm horrified at your decision to put these flight paths directly over schools. In a very robust study, chronic airplane noise is detrimental to children's cognitive function - specifically: language comprehension, reading, problem solving, and memory. (Health Effects of Noise Exposure in Children; Stansfeld, S. & Clark, C. *Curr Envir Health Rpt* (2015) 2: 171.) Link:

<https://link.springer.com/article/10.1007/s40572-015-0044-1>

I implore you to make whatever changes you need to make to reduce the noise and pollution you've caused in our neighborhood by your decision to fly a super highway of airplanes low and loud and frequent over my home and community . I love my job, my home, and my community - and it saddens me greatly to say that for the first time in 20 years, I've thought about moving. I'm a single mom - I depend on my work - if I can't use my clinic, my income will suffer greatly - I have built a reputation in my community, i can't just move my business elsewhere. Furthermore, my retirement is my home. I am extremely concerned about loss of property value. **Research shows living under a flight path may reduce a home's value up to 29%!! (The Impact of Airport Noise on Residential Real Estate**

By Randall Bell, MAI; Date July 2001; Article link:
<https://nqsc.org/downloads/REALESTATE.pdf>)

I never would have bought my home in a flight path. It's miserable to live in relentless noise and worry about the increased health risks from living in a narrow path of jet fuel exhaust and particulate. (Long-term exposure to aircraft emissions causes around 16,000 premature deaths a year, finds MIT study; Date August 2015; Cites a study conducted by the following researchers at MIT: Steve H L Yim, Gideon L Lee, In Hwan Lee, Florian Allroggen, Akshay Ashok, Fabio Caiazzo, Sebastian D Eastham, Robert Malina and Steven R H Barrett: Article link:
<http://www.greenaironline.com/news.php?viewStory=2117>)

We must look at the CUMULATIVE IMPACT - changes possibly being due to Van Nuys implementing their Next gen DP using the PRRY waypoint, that might have moved the Burbank DP right over my house. When you look at the BUR map of the pathways, the JAYTE waypoint is steps from my home. I've read documents and talked to both Burbank and FAA officials that talk about net noise reduction ** although admittedly there is a higher impact for a few. Being one of the few, I can tell you the impact is devastating. I never thought about complaining when the flights were occasional and part of the everyday noise - however, now that they are so much more frequent, EACH ONE has become a more significant irritant.

Additionally, because of these narrowed paths - we are experiencing many more noise disruptions between 10pm and 7am. We are now experiencing all of those nighttime flights directly overhead. I wake up almost every night at least once and realize an airplane is overhead. We cannot stop our bodies' neurological fight or flight stress responses overnight - and those physiological reactions are well documented to cause negative cardio vascular effects long term.

(Scientists identify enzyme responsible for vascular damage caused by aircraft noise ;

Link:<https://www.sciencedaily.com/releases/2018/06/180614095235.htm>)

Because of the frequent loud noise during the day and my sleep being disturbed by the net INCREASE over our homes during nighttime hours between 10 pm and 7 am, I am heightened and more sensitive during the day. I have become more sensitive to other ambient noises - even the humming of the refrigerator and the heat kicking on bothers me.

I cannot support any expansion/modernization or renovation of the Burbank Airport. I will not support any changes that allow Burbank to realize a greater capacity of airplanes, people, or income. We, the people most greatly impacted by this decision, did not get a vote on this expansion. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably 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.

Sherri Elkaim, M.S.,CCC-SLP
818-209-0427
4329 Gentry Ave, Studio City, 91604

February 26, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life. I have two little kids and the noise is quite disturbing to them. It scares them and interrupts with their sleep. Part of the charm of the neighborhood is that its family friendly, and the increase in noise and air pollution will harm children, our life quality and the quality and character of our neighborhood. We are deep in mortgage payments, trying to pay already sky high home prices (no pan intended) and the decrease in value will be devastating to our family and middle class families around us already struggling financially.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Ayelet Feig
4936 Varna Ave. Sherman Oaks

February 21, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in the North Hollywood/Studio City area and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The airplane noise can be very loud and unpleasant and does not provide a quiet and pollution free environment for my children.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal

must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Rachel Feser
10715 Landale St
N. Hollywood, CA 91602

From: **Michael Fields** <mr52fields@yahoo.com>

Date: Mon, Jan 28, 2019 at 9:23 AM

Subject: Planes better be rerouted to the old plan or there will be law suits. Non stop planes over my home.

To: <uproarla@gmail.com>

Enough is enough. We had our first nice weekend outside by the pool this weekend and could not believe the traffic out of Van Nuys and Burbank. Non stop flights right over my house. It is so maddening. We cant enjoy being outside with plane noise every 3 minutes, helicopters that buzz too low and do not even fly in the designated flight path and planes flying overhead at 3 am.

We purchase property here 3 years ago because it was peaceful and quiet and we could hear nature. This is insane. Who re the idiots that made these route changes? They are lying and being sneaky and need to be stopped.

We need to get a court order to cease and desist with the new flight routes until further discussion takes place.

Michael Fields

3666 Scadlock Lane Sherman Oaks

February 28, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks, CA and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I no longer have peace and quiet to work or sleep, I am now sleep deprived. My sleep has been changed and I am constantly aggravated. My hearing is suffering as well as my mental state. I work from home and cannot concentrate with the ever increasing noise level with my double pane windows completely shut. It sounds as if we are under a bombing attack with the various whistles and earth shattering noise pollution from all types of outdated aircraft. Asthma has made a return in my life after not having an attack for many years due to the stress and physical air pollution this flight pattern has directly caused. This has made my life simply miserable and I will not support any politicians who support this new route or expansion which has been thrust upon our residential communities without approval in 2017.

When I invested in my neighborhood, we had only occasional, insignificant air traffic (maybe up to 10 planes a day). Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BURANK Airport.

Thank You
Michele Florman and Steven Florman, MD
14269 Roblar Place
Sherman Oaks, CA 91423



From: **Michele** <roblarranch@sbcglobal.net>

Date: Tuesday, January 29, 2019

Subject: Burbank expansion NO

To: UproarLA@gmail.com

I DO NOT support Burbank's expansion of airport services due to the non stop noisy low flying airplanes directly flying over our home in Sherman oaks . Flights have been non stop every few minutes at very low altitudes ranging from 700 feet to 6000 feet directly over the Santa Monica mountains which has directly affected my health including loss of hearing from a high decibel level over 85 as I have recorded, mental health affected nervous and high anxiety from hearing the thunderous roar of planes targeting our residential areas . It sounds like a bombing of continuous flights loudly flying in a narrow path battering our homes, schools, nature preservation trails and health similar to world war 2 bombing sounds. We are being purposely poisoned by the fuel residues blanketing the valley areas irresponsibly by the FAA, burbank airport and van Nuys airport. Asthma attacks have increased, anxiety, loss of hearing and lack of ability to concentrate as I work from home. This is an abomination purposely targeting areas that were never in the flight path without warning . We have rights to no noise damage, health affects and environmental concerns. No support of expansion of airports or flight paths.

Thank you

Michele florman

Sent from my iPad

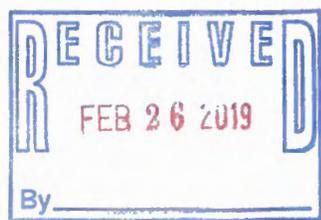
FEB 22 2019

DEAR FAA

WHATEVER HAPPENED TO STUDIO CITY'S "QUIET"
SKIES? THE FLIGHT PATHS NOISE AND AIR QUALITY
AFFECTS OUR LIVES, BOTH PHYSICALLY AND
EMOTIONALLY.

WE BELIEVE IN PROGRESS TO IMPROVE LIFE BUT
THIS PROPOSAL WILL FOREVER CHANGE OUR
COMMUNITY. WE NEVER ENVISIONED OUR
RETIREMENT YEARS HAVING TO BE SUBJECTED
TO DAILY NOISE FROM JETS AND INTERRUPTED
SLEEP FROM EARLY EVENING THROUGH
NIGHT. AND STARTING AT 6:30 AM? REALLY!
"NO TO FLIGHT PATTERN TO EXPANSION UNTIL A
BETTER SOLUTION IS PROPOSED. ALSO WHAT
ABOUT THOSE CAROL JETS FLYING OVER
OUR HOMES WITHOUT ANY REGULATION?"

Sincerely,
ANDREA FRANCOLA (ROBERT)
4292 KLUMP AVE.
STUDIO CITY, CA 91602



February 27, 2019

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

Dear FAA/Burbank Airport,

I respectfully oppose the New Expanded Terminal at Burbank Airport and have outlined several feasible alternatives for your consideration on the following page.

I live in a small Studio City condo and I am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. I am no longer able to fall asleep. My lack of sleep has significantly impacted my work. I have lost promotions, bonuses, and pay due to the impact of my sleep result from the airport noise. The noise is also affecting the sleep of my wife and 1 year old. My wife too is losing pay at work due to the impact of the noise.

In addition, when I called the Burbank Airport Toll-Free 24-Hour Noise Complaint Hotline in early 2017 they informed me that no changes in flight patterns happened. However, I come to find out that I was lied to and there was indeed a change in flight patterns. Its amazing that I could be so bluntly lied to by a federal agency.

Burbank Airport stated that between the hours of 10 p.m. to 7 a.m. local time, takeoffs and landings of "noisy" aircraft are prohibited. However, the term "noisy" is so loosely defined that it doesn't include any airplanes departing from Burbank Airport. Please see EXHBIT A for a partial list of instances where BURBANK AIRPOT violated its own curfew.

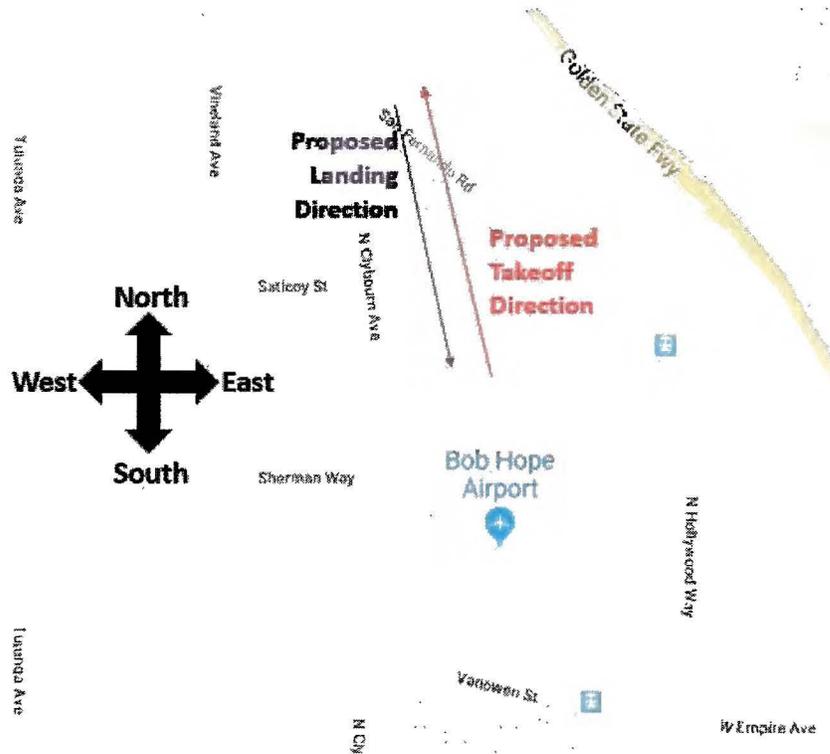
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Our communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles.

The FAA must move the paths before proceeding with the replacement terminal!

SIMPLE PROPOSED SOLUTIONS TO MITIGATE NOISE:

1. **Mandatory curfew of all aircraft of Stage 3 aircraft not to fly between hours of 10pm-7am.**
2. **All airplanes should depart out of the Burbank airport airfield in the northern direction where the density of civilians living on the ground is the smallest.**



3. **Airplanes must ascend to higher elevation more quickly immediately after takeoff to minimize noise impact to civilians on the ground.**
4. **Airplanes to follow airspace directly above freeways upon descent or takeoff to minimize noise impact to civilians living directly below.**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Alex Gary
Studio City Resident

EXHIBIT A

INSTANCES OF BURBANK AIRPORT VIOLATING ITS OWN CURFEW

Partial list of Instances of Curfew Violations:

Date and time of each curfew violations is listed below. Feel free to look up the flight history to confirm these violations.

12/25/2017 @ 11:44pm

12/25/2017 @ 11:47pm

12/26/2017 @ 10:10pm Boeing737, wn9016

12/26/2017 @ 10:15pm

12/27/2017 @ 10:20pm

12/27/2017 @ 11:05pm

12/29/2017 @ 11:05pm

1/1/2018 @10:20pm, 10:30,10:35, 10:50, 11:00, 11:05

1/2/2018 @ 10:05pm

1/3/2018: 10:20

1/5/2018 10:05, 10:10pm

1/7/2018, 6:40am

1/8/2018 10:10pm,10:30

1/9/2017 12:20am, 10:30pm

1/12/2018 10:50pm

1/14/2018, 11pm

1/15/2018 11:10pm

1/16/2018 10:15pm, 10:20

1/25/2018, 10:45pm,10:50pm

1/26/2018, 10:30pm

2/1/2018, 12:15am

2/2/2018, 10:45pm

2/5/2018, 12:10am

2/8/2018, 10:50pm

2/10/2018, 12:30am

2/14/2018, 11:45pm

2/18/2018, 10:40pm, 10:55pm, 11:15pm

2/19/2018, 10:35pm, 11:10pm, 11:20pm, 11:30p

2/21/2018, 10:15pm, 11:10pm

2/27/2018, 12:35am, 11:25pm

3/2/2018, 10:45pm,

3/4/2018, 11:50pm

3/7/2018, 11:45pm

3/13/2018, 12:10am

....

....

Occurrences were happening so often that I stopped keeping track.

February 19, 2019

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

Dear FAA/Burbank Airport,

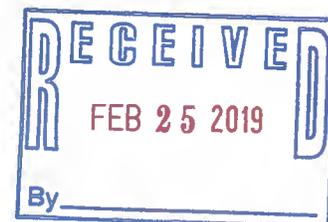
I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!



Philip Gerson
4048 Farmdale Avenue
Studio City, CA 91604



From: **Jean-Pierre Geuens** <jpgeuens@gmail.com>
Date: Sat, Jan 26, 2019 at 9:34 AM
Subject: burbank airport replacement terminal
To: <UproarLA@gmail.com>

hello:

it is contemptuous on the part of the FAA and the burbank airport authority to consider the replacement of the present facilities before the flight plan which is so wretchedly affecting studio city is corrected. maybe it is hoped that, with time, studio city residents will get used to the constant roar of planes taking off (sometimes, when winds change, landing) over our heads. maybe the residents of inglewood have indeed gotten used to the air traffic connected to lax but the median property price there is half what it is in studio city. if the word goes out that studio city is located under the flight path of planes going in and out of burbank airport, our property price will eventually match that of inglewood. present owners may get used to the roar but buyers will look elsewhere.

j.p. geuens

From: **catherine gibbons** <cagibbons31@yahoo.com>
Date: Sat, Jan 26, 2019 at 11:09 AM
Subject: Constant flights over my home in Studio City
To: <uproarla@gmail.com>

I am retired and have been awakened before 7:00 am by the noisy jets flying overhead. The roar of the engines is deafening and disturbing. My quality of life has been altered in a most devastating way. Every day I dread the noise overhead and my blood pressure rises. We must stop this because I fear it will only get worse. And the children! How can they concentrate and enjoy their time outdoors? It is shameful.

February 22, 2019

Dave Cushing, Manager
 FAA – Los Angeles Airports District Office
 777 S. Aviation Blvd., Suite 150
 El Segundo, CA 90245

Dear Mr. Cushing,

Hollywood Burbank airport has had a strong advocacy for noise and environmental issues since over 40 years ago when William Rudell first began pushing for Burbank to buy the airport from Lockheed. At every turn, from the initial deal terms through various ordinances up to the current terminal replacement proposition, the Burbank-Glendale-Pasadena Airport Authority has continued to make environment and noise restrictions a priority. The FAA, however, with its resident-abusive NextGen flight paths has unfairly trashed this admirable history. Burbank's sister city citizens, in their panic, are now seeing the adorable beauty mark of our beloved regional airport as a metastasizing melanoma and have tried to mobilize opposition to the terminal replacement, fearing it as a fatal escalation of din and pollution.

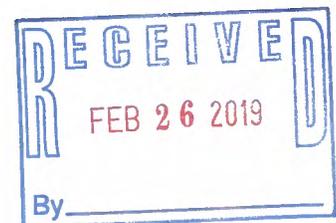
It has been a long and winding road to get to the terminal replacement. I can't imagine citizen opposition rolling it back at this late stage, with all the safeguards of our wellbeing supposedly in place. I do not oppose the terminal replacement in principle, but I do worry about the resilience of the historical commitment to citizen wellbeing in the face of what is looking like the undertaking of a potentially crippling debt. Previous upgrade bonds are still being paid off, and the addition of an already over-estimate terminal replacement budget at over 1 Billion dollars seems a very fraught situation. BUR has held to the same 14 gates, but I can imagine the pressure to scrape up every dime of income will be a very strong incentive to start to fudge on curfew (which is actually only "voluntary"), and numbers of flights. Every ecosystem has its limits. Parts of a healthy body that develop an enthusiasm for endless, escalating growth have a name. Cancer.

NextGen is a separate fight, and as I'm sure you know, Burbank's sister cities are lawyering up: North Hollywood, Toluca Lake, Studio City, Valley Village, Colfax Meadows, Sherman Oaks, Encino, Coldwater/Laurel Canyon/ Beverly Glen. This is a very wide geography of suffering communities. (After 28 tranquil years in Studio City, the new and ceaseless, roaring over-flights – both incoming and outgoing – was so tremendous a few days ago that I had the horrifying thought I might not be able to continue to live in my home.) The FAAs steamroller approach has been opposed across the nation. BUR's commissioners have in the past gone to congress to lobby for support for Burbank's noise reduction ordinances. We hope they will be as activist in resisting having NextGen flight paths pushed down the throats of their constituents. I sincerely extend my best wishes that they will be able to navigate the complexities and cost of a new terminal while preserving the soul of their history and commitment as truly civil servants.

Sincerely,



Janie Goe
 4279 Bakman Avenue
 Studio City, CA 91062



Cc: Burbank Airport Authority: Sinanyan, Adams, Wiggins, Brown, Devine, Gharpetian, Madison, Tornek, Miller, Hatanaka, Lammerding, and FAA-Los Angeles: Dave Cushing

February 19, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The noise issue is becoming a constant irritant. My work is interrupted by the continuing flights; I can't hear myself think and phone conversations are strained by incessant noise. During any time I use for relaxation, the flyovers continue. I often have to stop a movie I'm watching so I don't miss the dialogue from flight noise. Sleep interruption is also an issue due to the constantly increasing number of flights. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of

the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Lisa Goldberg
4289 Bakman Avenue
Studio City, CA 91602

February 25, 2019

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



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

I am also in opposition to NEXTGEN and the routing of aircraft over the same exact locations, day after day, endlessly.

I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

The airliners taking off from Burbank Airport pass directly over my residence, so I know how disruptive this is to my peace and quiet and personal space. There are times when planes pass loud and low over my home just minutes apart. I personally clocked 18 takeoffs between the hours of 7AM and 8AM a month or so ago. Yes, I wrote them down so I know this is accurate. And then during the day there are dozens and dozens more, also often just minutes apart.

The flight paths have seriously disrupted my life and my work. My office happens to be in my home, and so there is no relief for me from these over flights. And when I spend time at a friend's house, not under this narrow, restricted, highly concentrated flight path, I feel after several hours of no jet noise, I feel relief. And am envious of their quiet environment. Then return home and there it is again, constant noise and pollution bombardment.

I understand that flight departures from Burbank are slated to increase, irrespective of the terminal expansion, by an as yet untold number of flights per day. Even if it's just another 20 per day, in five years that will be another 100 flights, added to the approximately 180 that now leave the airport.

This is unimaginable, and has me contemplating having to relocate to an area that is as quiet as my neighborhood WAS FORMERLY, BEFORE THE FAA IMPLEMENTED THIS NEW NEXTGEN FLIGHT GUIDANCE PROCEDURE.

Honestly, take a moment and think exactly how would you feel if one day planes started flying low over your home. Over 100 per day. How comfortable would you be with the pollution these planes generate as they power up on takeoff, settling over your house, yard, your child's school playground, and classrooms where teachers must stop talking due to noise overhead. This is a health issue. An environmental issue. A financial issue with my home being devalued by this air intrusion.

Even Radford film studios have to halt filming when the noise from the over flights make it impossible to get a useable shot.

There is also added anxiety, knowing that someday, one of these planes will experience trouble and though no one wants to think about a tragedy, we who live under this air onslaught can't help but wonder what would happen in the event of the unthinkable. Yes, a crash is unthinkable until it happens, and when you have hundreds of planes per week flying overhead it's hard not to think about it as the noise drowns out whatever you might be doing.

And yes, once again... I'm under no illusions. I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at Burbank Airport, which will make it busier and busier each year.

I also request in the most strong terms, that something be done regarding NEXTGEN. Either aircraft should take off to the north, or if they must depart to the south, even when planes are headed north or east, the departure paths must be varied. The departure paths must be dispersed so that more of the area served by the airport bears the burden of these over flights. As you know, this was the way it was until NEXTGEN was imposed. Doesn't this seem more fair.

You would do anything to protect your family and yourself. And so will we. Unless these flight paths are dispersed, you can count on the fact that I will join with the growing numbers of people who will do everything in our power to resist, delay, road block, make more costly, the expansion of Burbank Airport.

So much better to do the right thing and at the very least, compel FAA or whatever agencies necessary, to vary flight paths in stead of concentrating all flights over the same households, schools, playgrounds, businesses and protected lands.

And finally, I know this letter will not be read or responded to. It will however, hopefully be added to the numerous others you have received, regarding this issue that is negatively impacting the quality of life of thousands of valley residents. This is our lives, and the lives of our families we are talking about.

Sincerely, 

Jon Gordon, 12400 Ventura Blvd. Studio City 91604.

From: **Judy Gordon** <dj.gordon@sbcglobal.net>
Date: Sat, Jan 26, 2019 at 11:15 AM
Subject: Burbank Airport Meeting
To: <uproarla@gmail.com>

I moved into a condo in Studio City in August of 2017 after living in my home off of Mulholland for over 35 years.

Had I known that the noise from the flights out of Burbank would be so frequent and so loud, I would NEVER have purchased a condo in Studio City. The constant noise from the flights and pollution is definitely impacting my life and my health. And the supposed time limit of no flights after 10:00 pm is a joke. I hear flights past 11:00 pm!!!

The expansion of the Burbank terminal, additional flights and the flight pattern changes will make it so much worse.

PLEASE STOP THIS MADNESS.

Judy Gordon
12021 Guerin St, Unit 302
Studio City, CA 91604

February 20, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The area I live in is usually very quiet with distant noises coming from Venture Blvd (I live in the hills of Studio City). Then out of nowhere there is a loud noise like something is heading into my house and I hold my breath until it passes over. This lasts roughly 1/2- to 3/4 hour every two minutes for it only to be repeated again later in the evening when I am trying to relax at the end of a long day. The noise from an aircraft coming in for landing is terrifying – very different from one taking off and climbing high into the sky. I feel I can almost see the passengers on board, that's how low the planes are flying.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Susan Graber
3768 Berry Drive
Studio City 91604

From: **Robert Greene** <krjm5@gmail.com>
Date: Sat, Jan 26, 2019 at 9:47 AM
Subject: Replacement Terminal opinion
To: <UproarLA@gmail.com>

I'm a resident of Sherman Oaks California

I am against the "Replacement Terminal" proposal which is actually an expansion to increase business at the airport by approximately 50%

In addition the flight paths that are currently over our neighborhoods and schools are not acceptable

thank you

RGreene

Sherman Oaks, Ca



COMMENT FORM

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

Public Scoping Workshop - Comment Form

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

Comments:

Our quality of life is greatly diminished by the constant airplane traffic. The number of planes have increased in last 4 year that I am aware of. There are literally zero quiet times.

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

Name: Clarisse and Doug Hamblin
 Address: 1122 Blux St.
 City, State, Zip: West Toluca Lake, CA 91602
 Email: Chamblingpubdef.lacounty.gov

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

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

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

February 19, 2019

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

Dear FAA/Burbank Airport,

We oppose the New Expanded Terminal at Burbank Airport. Our family just moved to Studio City and are saddened and horrified by the new flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted our life. Over 50 planes a day fly at a level that shakes our windows and makes it impossible to hear each other. We spend less time in our back yard than we would like and are not able to work or play outside during the day.

When we began looking into moving to Studio City, we did so because it was quiet and family friendly. Now, the noise level is unbearable with a barrage of more than 200 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, we oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Samantha and Colin Hanks'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Samantha and Colin Hanks

12406 Milbank Street

Studio City, CA 91604

February 19, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths cause disruption and anxiety regarding the impacts on our property values. I'm a first time buyer who was persuaded to buy in this area specifically because of its quiet skies. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level seems constant with more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The extremely low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!



The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink that reads "Melissa Hanson". The signature is written in a cursive style with a large, sweeping flourish at the end.

Melissa Hanson
11640 Woodbridge Street, #206
Studio City, CA 91604

February 28, 2019

Mr. David Cushing

Manager, Los Angeles Airport District Office, LAX-600

777 S. Aviation Blvd, Suite 150

El Segundo, CA 90245

Dear Mr. Cushing,

I have friends who live near the Burbank airport. Because they live so close, they are very aware of the noise factor and bought their home in the area regardless because homes are more affordable in Burbank than other areas like Studio City. When they purchased their Burbank home, they signed a disclosure which clearly stated that their new house was in the flight path of the Burbank airport. When my husband and I were looking to purchase a home in the valley 20 years ago, we chose NOT to look in the Burbank area for this reason.

We searched for many months and we finally found a home in a quiet neighborhood in the hills of Studio City south of Ventura Boulevard with no air traffic. We found peace and quiet in beautiful Studio City. All this changed when NextGen shifted a flight path over our neighborhood.

In early 2017 our quiet neighborhood was bombarded with low flying jets making it impossible to enjoy our outdoor living space. We experience so many planes and constant flyover noise from early morning through late at night -- well before and after the posted curfews. I've laid in bed between 6am – 7am and I have counted at least seven airplanes flying low over my house.

I work from my home every day and my business phone calls are constantly disrupted because of the airplane noise. My clients ask me if I live near the airport because it is so loud on their end as well! Because of these low flying loud jets our patio area and our pool constantly have a residue from plane exhaust. I can only imagine what this exhaust is doing to our lungs and the lungs of our young children!

Currently, almost 200 planes including FedEx and commercial fly over our home daily. The voluntary curfew of flights from 10 pm to 7 am is rarely followed. At times we hear planes overhead at 5 am. These planes should be fined! These 200 planes fly so

low I can at times see the windows and numbers on the tail of the plane. WE are all suffering and our PROPERTY VALUES are suffering!!!!

We do not live in Burbank. We are eight miles from the Burbank and Van Nuys airports. – *but the air traffic was moved*. The new, expanded terminal, adding new flights and more operations cannot be approved. **I beg you to oppose this Burbank terminal unless they move the flight path.**

During the day the flights take off every two minutes, sometimes sooner. They are loud and very low. There are times I cannot sleep through the night because of planes flying after the proposed curfew. Weekend flights overhead start as early as 5 am. Please find alternatives to this New Terminal and do not make these proposed procedures permanent on April 25.

The proposed expanded terminal at Burbank airport will make the traffic overhead even more unbearable. The terminal should not be approved until the current flight path is changed back to its original path and moved away from the Santa Monica Mountains.

The NEXTGEN program of focused flight paths is not working for anyone. Not for myself or my community, and certainly not for the children who have to stop learning because they cannot hear their teachers in the classrooms over the roar of the aircraft, at times, every 90 seconds.

Why did the wide departure and arrival pattern change? Why are you flying lower and louder and concentrated over canyons that echo? The old pattern of departure and arrivals were working for the 20 years I have lived and paid property taxes in Studio City. Why divert flights over a mountain range that is subject to massive wildfires without adequate roadways for emergency vehicles?

Please stop the New Terminal until the flight paths are moved out of the Santa Monica Mountains.

I support the comments submitted by my local Quiet Skies Organizations. **These flight paths, the proposed procedures, and the New Terminal are not supported in this community.**

Thank you for your help,

Shelby Huston Haro
3639 Goodland Drive
Studio City, CA 91604
818-807-2925

From: **Diane Hart** <nosmokeorg@earthlink.net>
Date: Tue, Jan 29, 2019 at 2:26 PM
Subject: I am against the increasing of Burbank Airport 1/29/19
To: <UproarLA@gmail.com>, Diane Hart <nosmokeorg@earthlink.net>

I am against the increasing of Burbank Airport the air is already toxic with gas coming down as planes arrive and depart. This is unhealthy for all of us who on lovely day like to partake of the outdoors.

I also affects the flora and fauna.

the current issue need to be resolved before any plans for the future should be made

Diane Hart

February 25, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in blue ink, appearing to read "Debra and Craig Harwin", written over the printed name.

Debra and Craig Harwin

13061 Greenleaf Street

Studio City

From: **Vicky Herman** <carsonherman@aol.com>
Date: Sat, Jan 26, 2019 at 9:45 AM
Subject: FAA COMMENTS
To: <UproarLA@gmail.com>

I live in Sherman Oaks and my life has been completely destroyed by the FAA and NexGen. I have 5 embedded flight paths that have not deviated for months flying sometimes below 1000 feet right over my roof top. Sometimes two a minute which start around 5 o'clock in the morning and sometimes go all the way till 2 AM without a let up. The flights are so low and so frequent that the house actually shakes. I now have hand tremors, extreme heart palpitations from high stress levels and now living with extreme Sleep deprivation. In my case and in my immediate area we are suffering from arrivals and departures from both Van Nuys and Burbank airports so we are being pummeled by planes day in and day out. I know with certainty because I'm just keeping track of all the planes that are getting much lower and much more frequent without any oversight whatsoever. In an effort to save money for a big airlines in fuel they are destroying peoples health and well-being

For thousands Of families below. We know for a fact that there are 200 toxins that are being dumped by planes on our community which will eventually have devastating effects. We cannot allow the Burbank expansion to go through. Many of us right now cannot handle the horrible affects of the plans as they are. It's obvious we cannot allow more flights to go over us with a new expansion. And we have to stop the FAA with the current flights that have destroyed us

Sent from my iPhone

February 20, 2019

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

Dear FAA/Burbank Airport,

With all of my neighbors, I strongly oppose the New Expanded Terminal at Burbank Airport. I live in eastern Sherman Oaks, on the north bank of the Los Angeles River, one block from the western edge of Studio City. My wife and I are two of many people suffering under the painfully noisy flight paths that were changed in early 2017 without notice or environmental study.

I am a writer who works at home. I have always required relative quiet to do my work, and the recent increase of air traffic noise (due to increased flights and "new" takeoff and landing patterns and lower altitudes) from both the Burbank and Van Nuys airports has significantly disrupted my work.

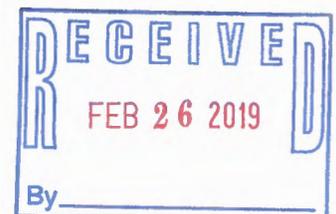
Additionally, the increased level and frequency of aircraft noise has had a negative effect on our simple enjoyment of the indoor/outdoor lifestyle for which Southern California is famous. It's not only unpleasant to sit in our back yard as the planes and helicopters create a seemingly constant conversation-stopping acoustic catastrophe above us, but with the fuel particulate spray and exhaust fumes, it's downright DAMAGING TO OUR HEALTH.

I write in protest of these recent and proposed changes at BUR and VNY not only because I am aggrieved by the consequences, but more because NO PUBLIC PROCESS was followed in the course of making the changes in air traffic. This omission is grievous and appears **intentional** in light of the understandable breadth and intensity of the opposition it has engendered. No doubt some would assert that these changes were baldly ILLEGAL.

The recent flight path changes must stop immediately, and certainly NO NEW TERMINAL EXPANSION should be allowed at BUR, until a proper environmental study is done taking into account the anticipated effects on human, animal and plant life; water quality; air quality, etc., and the "proposals" effects are modified to legally established limits.

Yours truly,


James P. Higgins
13217 Valleyheart Drive North
Sherman Oaks, CA 91423



Thursday, February 21, 2019

Mr. Cushing –

Re: Burbank Terminal Expansion

Whatever happened to the Palmdale Airport? Instead of putting our hub out in the desert where it would bring good jobs to a depressed area, we continue to expand capacity at airports smack in the middle of dense urban communities.

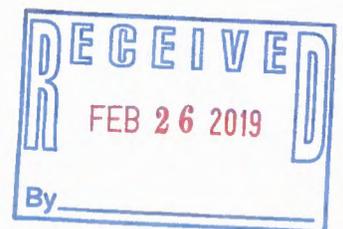
This is wrong.

Thank you,

A handwritten signature in blue ink, appearing to read 'Jim Houghton', with a long horizontal stroke extending to the right.

Jim Houghton

Encino, CA



From: <richhull1@gmail.com>
Date: Sun, Jan 27, 2019 at 3:06 PM
Subject: Comments to add to your attorney's comments
To: <UproarLA@gmail.com>

Hi Kim,

I'll try to make it to the Burbank meeting on Tuesday, but in case I don't, here are some comments from us to add to your attorney's comment submission. Also, were you able to connect with Paola, our graphic designer, and Rick, our Facebook person, to expand the followers in your Facebook group? If I need to follow-up with them, let me know.

Rich

Richard Hull

We are categorically NOT in favor of Burbank's replacement terminal unless the airport permanently reverts its take-off and landing flight patterns to the pre-Next Gen paths.

We live in Sherman Oaks right next to a school. So much about Burbank Airport's new Next Gen flights paths defy common sense – perhaps, most importantly, the safety and quality of these school children's experience.

Moreover, our 2-year old now refuses to play in her own backyard because of the low-flying, loud planes that fly directly over our home literally every 3 minutes. How sad is it that a child with such limited vocabulary actually knows how to point to the backyard and say "Too loud! Too loud!"?

If we had wanted to trade lower property values for constant low-flying plane disturbances, we would have purchased a home by the airport. But we didn't. We specifically sought the solace of our neighborhood, and now it's like we live next door to an airport. This has caused a major disturbance to our lives at all hours of the day and night, and has made our daily lives virtually untenable. We can't even watch television or sleep in our home with the doors and windows closed without being constantly disturbed by low-flying planes.

Do not let Burbank Airport expand or replace its terminal until the pre-Next Gen flight paths for take-off and landing have been restored.

Richard Hull

Sherman Oaks, CA 91423

February 25, 2019

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

Dear FAA/Burbank Airport,

I strongly oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks, CA and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

The flight paths have seriously disrupted my life and my work. In the past 3 weeks, I have made over 300 complaints (see attachment). My 2-year daughter refuses to play in the backyard because of the loud plane noises every 3-5 minutes. Even with her limited vocabulary, she says "Planes too loud!" And the noises are only slightly less indoors. It's truly unbearable – both indoors and out.

We purchased our multi-million dollar home only 6 months ago, and the low-flying airplane disruption has increased 10-fold since then. We've watched the value of our home fall consistently since word has trickled out that we're living directly under a flight path every 3-5 minutes. We believe that the FAA's action in this matter expose it to liability for our current and future property value decreases.

Further, the amount of soot and particulates we find on our outdoor furniture is incredibly unhealthy.

The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90

seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Hull', with a long horizontal line extending to the right.

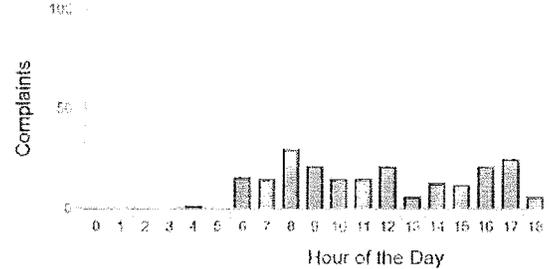
Richard Hull
4114 Sunnyslope Avenue
Sherman Oaks, CA 91423

Attachment #1

Complaint Statistics

	24 hrs	7 days	30 days	Total
Your Complaints for KBUR	27	113	333	333
All Complaints for KBUR	3,034	18,181	81,519	405,427
Your Complaints for KVNY	6	11	47	47
All Complaints for KVNY	1,019	4,252	19,872	61,666
All Complaints for Zip 91423	658	4,719	22,269	107,406

Complaint Distribution by Time of Day



NOTE: The complaint counts received by airport authorities may differ from the numbers shown above. Please see the Overview page for more information.

Complaints (10 most recent)

Status	Date/Time	Airport	Type	Operator	Flight	A/C Type	Operation
	February 24, 2019 21:18	KBUR	Commercial, Business Aviation	Alaska Airlines	SKW3378	E75L	Departure
	February 24, 2019 21:02	KBUR	Commercial, Business Aviation	VMI ENTERPRISES LLC - LAS V...	N600VM	C25M	Departure
	February 24, 2019 20:54	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA4065	B737	Arrival
	February 24, 2019 20:34	KBUR	Commercial, Business Aviation		SWA46	B737	Departure
	February 24, 2019 20:32	KVNY	Commercial, Business Aviation	ZIONS CREDIT CORP - SALT LA	SJF62	GLF4	Departure
	February 24, 2019 20:24	KBUR	Commercial, Business Aviation	Alaska Airlines	SKW3366	E75L	Departure
	February 24, 2019 20:16	KBUR	Commercial, Business Aviation	JetBlue Airways	JBU2338	A320	Departure
	February 24, 2019 20:04	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA3543	B737	Departure
	February 24, 2019 19:55	KBUR	Commercial, Business Aviation	Southwest Airlines	SWA3230	B737	Departure

February 19, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Laurelwood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

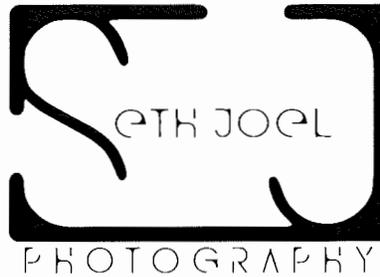
Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Alex Intelligator
11455 Dona Pegita Dr.
Studio City



February 27, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in N. Hollywood and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. The noise levels are so loud I have to call people back if a flight comes overhead during a phone call. My wife turns the TV on blast because she can't hear the headline news. Entertaining outside during the summer is a series of apologizes to our guests.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,
Seth Joel 11025 Hortense St. N. Hollywood, CA 91602

Observe, Capture, Connect

seth@sethjoel.com

From: **lorraine jonsson** <lorjonsson@gmail.com>
Date: Monday, January 28, 2019
Subject: Please Submit Complaint
To: UproarLA@gmail.com

I live on Oakfield Drive in Sherman Oaks in the hills below Mulholland and parallel to Beverly Glen. The change in flight patterns and the increase in the frequency and number of air traffic from both the Burbank and now Van Nuys airports is an assault on the quality of life in our neighborhood. We are completely under siege by constant and continuous air traffic 24/7 without relief.

It is inhumane and unconscionable that we are expected to tolerate this huge influx of air traffic without any warning, compromise, alternative solutions or transparency. Basically the FAA is telling us that we don't matter and that commercial, cooperate and private jets and helicopters have superior rights any time of day or night over the neighborhoods in which they disturb and pollute. Are we suppose to grin and bear this while transient air traffic over head have no restrictions.

I work at home and I cannot make phone calls or have conversation without interruption. I cannot leave my windows open because a very fine grey dust settles on my furniture. I can not go for a walk in Franklin Canyon Park or Fryman Canyon without the constant rumble of aircraft. Where there use to be birds there are now planes. The sky is riddled with jet streams. I am surprised that there has not been mid air collisions with so many planes flying minutes from one another in different directions. What is the FAA going to do? Triple pane our windows shut, hand out headphones and air masks and make us live this way. I am a cancer survivor. I am concerned for my health. The constant noise throughout the day and the interruption of sleep early in the morning and late into the night is stressful and unhealthy. It is like electric shock treatment. It NEVER lets up. There is NEVER a break. I did not buy into this when I purchased my home. I live in an historical designated street and planes fly directly over my house minutes apart seven days a week. I invite anyone to come and live in my house for one day and one night and tell me that I am supposed to just let this happen and go about my business. No this is intolerable and it is wrong!

Why would they make the decision to change the flight pattern to fly over protected land and parks that people from all over the City use for solace and recreation. Why would they fly over the many schools in this immediate area, Why would they fly planes over homes and historical designated areas that are already higher in attitude than other areas.. Why would they depreciate the value of our homes and lives. Why would they assault us with a disproportionate amount of air traffic. These areas are already subject to previously bad transportation planning on the ground. We are already assaulted with huge amounts of commuter rush hour traffic. Why should we bear the brunt on all transient traffic on the ground and now in the air. This is where we live. This is outrageous and criminal. There is no reason not to go back to previous flight patterns that have

worked and to find new alternative solutions to the "expansion". There is only one reason for the FAA and the airports not to do the right thing. and that reason is unacceptable.

Lorraine Johnson
3759 Oakfield Drive
310-418-4567

To FAA/BUR,

My name is Josh Justman, I live in Encino in the hills.

Since the flightpaths have changed, we can hear them up until midnight; they fly so close over my house that my house constantly shakes.

Our newborn baby wakes up three times a night because of these jets.

On top of that when we are outside in our backyard we can smell fumes from the Jets polluting the beautiful Santa Monica Mountains around us and I'm sure damaging my sons lungs.

Please stop the new terminal unless you change the flight paths back.

Best,

Josh Justman

February 26, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my family's life and my work. I see planes flying over my children's school, Carpenter Community Charter numerous times each day. They hear the flights both from their classes and on the yard at recess.

I work from home – sometimes I can't hear people on the other end of my conference calls because a jet is flying over my house. I hate that my kids are being exposed to all that pollution both at school and in our yard. A new terminal at Burbank airport would only make the problem worse than it already is.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Francie Kaplan
11566 Dona Teresa Drive,
Studio City, CA 91604

P.S. Just in the few minutes that I've been writing this letter, three planes have flown over my house!

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077
lindachamanmph@gmail.com
310.993.1909

February 26, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Bel Air Ridge, a community near Mulholland and Beverly Glen Boulevard, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my family's quality of life. When we bought our house in Bel Air Ridge, we had the intention of living in a quiet, clean neighborhood with a safe and pollution-free school district with only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Flights occur at all hours, the ones occurring around 6am and 12am wake me, my husband and 2-year-old daughter routinely. Health effects of being so close to the aircraft are severe.

A study done by UCLA regarding effects of Santa Monica Airport's pollution on its surrounding districts found **increased rates of respiratory and cardiovascular disease including asthma, bronchitis, and increased risk for sudden death and carcinogenic risk. It also found irreversible decrease lung function in children. They also found disruption of the hormonal balance in adults, reproductive abnormalities with exposure during pregnancy and lower IQ scores in children.** In light of these findings, I am sure that you can understand our abject terror and anxiety over the safety risks for our family, our parks and our schools. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly **without conducting any Environmental Studies for our area.** The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077
lindachamanmph@gmail.com
310.993.1909

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For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Linda Chaman Katiraei
2483 Angelo Drive
Los Angeles, CA 90077



February 16, 2019

RE: Burbank Airport Expansion / Noise

Dear FAA/Burbank Airport,

I am not opposed to the existence of the Burbank Airport, per se, nor to the safe and considerate flights of aircraft in and out of that facility. I am, however, deeply disturbed by the impact on my surroundings caused by recent changes to aircraft flight paths imposed by NextGen.

The FAA has implemented NextGen in the San Fernando Valley without consultation with valley residents impacted by its narrow-focused, half-mile corridors. Most egregiously, that implementation was initiated without an environmental impact study to determine the effect of the flight paths on humans, animals, vegetation and environmental factors such as air quality, property value, fire safety and general quality of life. The FAA claims that the narrow corridors promote efficiency and provide separation from other aircraft. That seems like a weak argument to justify the scale of disruption the policy has wrought on the residents living under the new flight paths.

The sheer frequency of flights over the impacted communities brings to mind the oppression of war zone noise. The heights of the jets over our roofs makes living in these once tranquil neighborhoods the equivalent of living at the end of a runway. The waypoints established by NextGen, ironically our neighborhood schools, force jets to make the apex of their turns directly over the hillside communities whose elevation AGL is shockingly close to the aircraft elevations. These planes are accelerating to gain altitude over our homes and, with that maximal burning of jet fuel, depositing harmful particulates onto our roofs and into our lungs.

Consider the consequences to affected communities of the NextGen flight paths as they exist today:

- Incessant noise levels in the 70-80 decible range with flights out of BUR every 1 to 10 minutes daily.
- Potential health hazards from jet fuel pollution concentrated in the air over our homes
- Fire safety in highly flammable hillside communities in the event of a plane crash catastrophe.
- Disruption in sleep, concentration and focus for all affected residents and, most significantly, disruption of children's ability to learn and concentrate in the multiple schools affected by the aircraft noise.
- Reduction in property values of homes affected by these flight paths.
- Disruption to wildlife habitats in the hills surrounding our homes.

My neighbors and I are resolved to oppose any expansion of the Burbank Airport until and unless we see significant and permanent relief from the NextGen flight

paths. If the airport is at all interested in maintaining positive relations with its neighbors, I would respectfully request immediate effort towards influencing the FAA to move flight paths out of the protected Santa Monica Mountains, with more dispersal, higher altitudes, runway rotation as well as other mitigation techniques.

Our community should not be exposed to the hyper-concentrated noise and pollution it currently endures emanating from the Burbank Airport. We will adamantly oppose any expansion of airport facilities and runways until we return to sustainable and fair distribution of flights in the San Fernando Valley.

Thank you,



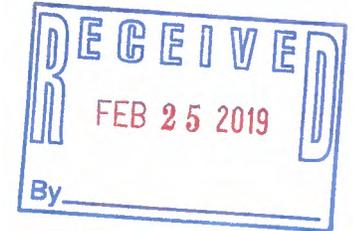
Doron Kauper
dkauper@me.com



February 20, 2019

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

RE: Burbank Airport Expansion / Noise



Dear FAA/Burbank Airport,

I live in Sherman Oaks. I am not opposed to the existence of the Burbank Airport, per se, nor to the safe and considerate flights of aircraft in and out of that facility. I am, however, deeply disturbed by the impact on my surroundings caused by recent changes to aircraft flight paths imposed by NextGen.

The FAA has implemented NextGen in the San Fernando Valley without consultation with valley residents impacted by its narrow-focused, half-mile corridors. Most egregiously, that implementation was initiated without an environmental impact study to determine the effect of the flight paths on humans, animals, vegetation and environmental factors such as air quality, property value, fire safety and general quality of life. The FAA claims that the narrow corridors promote efficiency and provide separation from other aircraft. That seems like a weak argument to justify the scale of disruption the policy has wrought on the residents living under the new flight paths.

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- Disruption in sleep, concentration and focus for all affected residents and, most significantly, disruption of children's ability to learn and concentrate in the multiple schools affected by the aircraft noise.

- Reduction in property values of homes affected by these flight paths.
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My neighbors and I are resolved to oppose any expansion of the Burbank Airport until and unless we see significant and permanent relief from the NextGen flight paths. If the airport is at all interested in maintaining positive relations with its neighbors, I would respectfully request immediate effort towards influencing the FAA to move flight paths out of the protected Santa Monica Mountains, with more dispersal, higher altitudes, runway rotation as well as other mitigation techniques.

Our community should not be exposed to the hyper-concentrated noise and pollution it currently endures emanating from the Burbank Airport. We will adamantly oppose any expansion of airport facilities and runways until we return to sustainable and fair distribution of flights in the San Fernando Valley.

Thank you,



Doron Kauper
dkauper@me.com

Rosemarie Thomas-Kauper

February 18, 2019

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

Dear FAA/Burbank Airport,

My life has changed significantly since the FAA implemented Next/Gen in the San Fernando Valley and where I live in the Santa Monica Mountains.

Not only did the FAA implement NextGen in Studio City/ Sherman Oaks without consultation with valley residents but it was done without an environmental impact study to determine the effects of the flight patterns on Humans, wildlife, vegetation, FIRE safety(especially for those of us living in a canyon), quality of life and mostly air quality.

The sounds reverberates and echoes immensely in a canyon.

The waypoints established by NextGen forces jets to make the apex of their turns directly over the hillside communities whose elevation is shockingly close to the aircraft elevations. These planes are accelerating to gain altitude over our homes and with that maximal burning of jet fuel, deposit harmful particulates onto our roofs, gardens, homes and into our lungs.

I no longer walk and hike in my neighborhood, plant a vegetable garden, open my windows or sit in my back yard.

I have had to double the strength of my inhaler since the new flight pattern started.

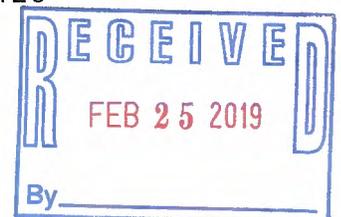
Imagine not being able to open ones windows due to the particulates and enormous noise! If we sit outside in our backyard, we have to stop talking when a plane goes over our house in order to hear each other.

I am woken at ALL hours of the night. I am forced to sleep with ear plugs and yet I still hear the planes. I am sleepless and exhausted.

3662 Ventura Canyon Avenue · Sherman Oaks CA 91423

Telephone 818/907/6029 · FAX 818/804/5121

Email: rose@homeopathyway.com



From: **Rose Kauper** <rose@homeopathyway.com>
Date: Sun, Jan 27, 2019 at 11:28 AM
Subject: COMMENTS TO THE FAA
To: <UproarLA@gmail.com>

I bought my home because I love Nature. In fact, the tag line on the sales site was titled "Nature's Retreat". The house is located in a quiet Canyon filled with many different animals. We used to have Red Tail Hawks, a variety of bird species, deer, bob cats, snakes, skunks and coyotes. ALL GONE since the new flight pattern.

We all know that sounds ECHO in a Canyon! We have over 200 airplanes a day echoing over our home.

This canyon is a designated Fire Zone What if there was a crash? Highly dangerous!

Since the 'NextGen' flight pattern change, I've had to DOUBLE the strength of a steroidal inhaler in order to breath when I walk in my own neighborhood, My walks are now restricted due to increasing health concerns. We are being bombarded with particulates and pollutions. I love fresh air but can no longer open my windows. In fact, I am having to replace all the windows in my house to mitigate the air traffic noise.

There is a voluntary curfew at the Burbank Airport yet numerous flights originate and land there throughout the night. There's NO effective curfew at the Van Nuys airport and endless flights of helicopters and various general aviation aircraft throughout the night. It's hard to fall asleep with that noise and hard to stay asleep.

We have planes at 1am, 2am, 4am & 5am

I am NOT willing to support the "replacement terminal at Burbank Airport UNLESS those destructive flight paths are corrected.

I would move but, wait, I can't because no one will buy my house now due to the airplane noise.

Thank you,
Rose Kauper

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

Dear David,

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR)

have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;
- Proposed departure procedures OROSZ THREE AND SLAPP TWO;
- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);
- Changes in flight path at nearby VNY;
- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and
- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 CFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety impacts and the welfare of

our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by

FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Kevin Keegan
Julie Keegan
Olivia Keegan
Jessica Keegan

4207 Teesdale Ave.
Studio City Ca 91604
Ten Eyck & Keegan, Inc.
415 717 5518
kevin@tekconstructors.com
tekconstructors.com

February 27, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. We have constant planes overhead with no break day or night. The planes are very low taking off and landing so we can hear it inside the house not just on our patio. It's become disruptive to our family and we are fearful of the impact in the long run. There have never been so many planes and even when we had them going overhead in the past, they were very high and not very loud. This is upsetting and since I started writing this letter, I have had 3 planes pass over my house. I am indoors with doors and windows closed and can clearly hear them. It's even worse at night when we're trying to sleep!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Kathy Kelada

13166 Valley Vista Blvd, Studio City, CA 91604

Current Issues Related to Flight Path Changes From Burbank Airport:

* The new flight path now flies directly over our house, at all times of day and night. We have logged 180 flights per day (and counting), even at 2:30am, 3:30am, 4:30am, 5:30 and 6:30am. From roughly 6:45am onward, flights are frequently less than 1 minute apart.

* It is virtually impossible to fall asleep before midnight without being awakened by aircraft flying overhead, we are regularly awakened throughout the night, and our mornings begin by being awakened between 5:30am and 6:30am as flights steadily increase in frequency throughout the day and into the evening. I begin every day angry at the disruption of sleep and of our lives. We can no longer enjoy sitting outside on our patio due to the unrelenting noise and pollution of aircraft passing above us. We cannot leave our windows open. If we experience 20 minutes of quiet between the hours of 6:30am and 10:30pm we count ourselves lucky.

* We have clocked some flights flying as low as 600 feet!! We can clearly read the airline name and trademark along the side of the aircraft.

* The constant, intense noise pollution makes being at home, which should always be one's safe haven, often nearly unbearable because the noise is constant and there is no way to escape it (even wearing noise cancelling headphones and/or earplugs.) Nor can we escape by leaving the house: go for a hike or a bicycle ride anywhere in the neighborhood or nearby parks, the planes are still constantly there, and even louder because there are no walls, roofs or windows to even partially mute the noise; go to a restaurant, coffee shop, bar, grocery store, the constant aircraft noise is still there as you bike, walk or drive to your destination and while you are in the establishment. Hell hath no escape.

* Home prices will be/are being adversely affected and could ultimately result in either literally being unable to sell, or having to sell our home for far less than its value and worth due to this issue. We are facing the very real threat of being forced to move to maintain our physical and

mental health while at the same time suffering a devastating financial loss.

* The very fact that this plan was implemented with Zero involvement of the affected communities, let alone any advance warning that it was about to happen, speaks loud and clear to a complete disregard for a community and its residents and the resulting effects are destroying the community of Studio City, which, to quote multiple news, print and media sources, is "being hammered." SHAME ON THE FAA, AND SHAME ON BURBANK AIRPORT!!!

Cumulative Future Impacts Directly Resulting From New Terminal:

* It has already been determined by an independent analysis conducted by Landrum & Brown that the flight paths out of Burbank Airport (BUR) shifted south in a concentrated path over the hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains (Affected Areas). This change in flight track occurred without notice or environmental study.

* The new Terminal will increase efficiency, leading to a greater number of flights and larger jets. The proposed "Replacement Terminal" at BUR will contribute significantly to increased cumulative impacts on the affected areas.

* In their operations meeting on November 5, 2018, BUR estimated that the new terminal would cost \$1.24 billion, significantly increased from the originally estimated \$400 million. They proposed that they would be in "lockstep" with the airlines they serve in order to increase revenue to pay for the new heightened cost of the terminal. To increase revenue, they must increase capacity by bringing in more passengers on larger jets. Larger, heavier jets will make slower turns driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the affected areas.

* The expansion of airside facilities such as the construction of a new 413,000 square foot aircraft ramp and the extension of Taxiway A and C

will allow for improved operation efficiency and larger aircraft, thereby increasing cumulative impacts on the affected areas.

Other Cumulative Future Impacts:

* The expansion must not be considered in a vacuum. It must be considered along with all other cumulative impacts such as the current, unauthorized procedures, proposed procedures, and nearby flight paths from Van Nuys Airport and other SoCal Metroplex Airports.

* BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current, path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the affected areas.

* Van Nuys Airport (VNY) has increased the number of departures by 35% since 2016 and has moved their path HARYS TWO south and east (with institution of waypoint PRRRY) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by vector and that the proposed procedures SLAPP TWO and OROSZ THREE will continue to impact.

* Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the affected areas.

* Santa Monica Airport (SMO) shortened it's runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the affected areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the affected areas.

Health and Safety Impacts:

* The new, more efficient terminal will increase the already burdensome negative health and safety impacts from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems including heart disease. It will also increase disruption to our schools.

Economic Impacts:

* The new, more efficient terminal will increase the economic loss already suffered by our local businesses and film industry. Home values have also been impacted and are on the decline.

Impacts to Protected 4(f) Parkland:

* The new, more efficient terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited.

Construction Environmental Impacts:

* Residents near the airport and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near the airport have concerns about the growth of the airport, as well as increased traffic, and air pollution from traffic.

Alternatives:

If BUR wants to build a new terminal, other alternatives must be considered such as:

* Stopping the export of noise and negative impacts to Los Angeles. Reroute the flights over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air

noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

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

* Consider multiple tracks and alternate tracks in ALL directions. We have witnessed successful northern departures by all jets, as well as eastern departures.

* Consider relocation of airport to less populated area.

A handwritten signature in blue ink, appearing to read 'David A. Kimball', with a long horizontal flourish extending to the right.

David A. Kimball
Homeowner and 21-Year Studio City Resident
4227A Colfax Avenue
Studio City, CA 91604

From: **David A. Kimball** <davidakimball@zoho.com>
Date: Sun, Jan 27, 2019 at 5:54 PM
Subject: Aircraft noise in Studio City from Burbank Airport
To: <UproarLA@gmail.com>

To whom it may concern:

My name is David A. Kimball. My wife and I live in Studio City on Colfax Avenue near Ventura Blvd. (one of the new NextGen waypoints). Since the advent of NextGen we have been subjected to constant and pervasive aircraft noise throughout the day and night. We record and register complaints for between 150-180 low and loud flights every day (and that doesn't count the flights that pass overhead while we are out of the house or otherwise unable to log a particular occurrence). The majority of flights pass directly over our home, often 2 minutes or less between flights; sometimes two or three aircraft simultaneously. There are significant periods of time where the noise is literally constant, one flight approaching while the flight before is leaving. Planes are frequently so low that we can read the logos on the fuselage. It is virtually impossible to fall asleep before midnight without being awakened by aircraft flying overhead, we are regularly awakened throughout the night, and our mornings begin by being awakened between 5:30am and 6:30am as flights steadily increase in frequency throughout the day and into the evening. I begin every day angry at the disruption of sleep and of our lives. We can no longer enjoy sitting outside on our patio due to the unrelenting noise and pollution of aircraft passing above us. We cannot leave our windows open. If we experience 20 minutes of quiet between the hours of 6:30am and 10:30pm we count ourselves lucky. We have lived in our home in Studio City for 21 years. We have put a lot of time, effort, and money into creating a home that we are proud of and, until the NextGen flight path changes, very happy with. We love our community, friends and neighbors. We do not wish to move, but we are now, for the first time, considering selling and moving out of the area if this unbearable assault on our lives continues.

Thank you,

David A. Kimball

Dear David F. Cushing, Patrick Lammerding, Mark Hardymont, and Mayor Emily Gabel-Luddy,

I'm a resident of Studio City, living directly under these new flight paths, and a father of a first grader who goes to school every day at Carpenter Community Charter, also directly under the new loud, low, and concentrated flight paths out of Burbank Airport. Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

As you are certainly aware, within the past year, Burbank Airport has implemented two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE. These two departure routes, as amended, send flights at extremely low altitudes (less than one mile above land) far to the south of the airport. These departure routes were recklessly implemented without a full environmental assessment and without any investigation into Burbank Airport's noise impact area.

By utilizing these arbitrary and capricious new departure routes, Burbank Airport places children, protected lands and residents in harm's way no less than 185 times per day. Astonishingly, Burbank Airport sends approximately 185 flights per day at extremely low altitudes over Bridges Academy, Carpenter Community Charter, Harvard-Westlake School, Walter Reed Middle School and The Buckley School.

Burbank Airport vectors these same 185 flights over the protected Santa Monica Mountains Recreation Area, the largest urban national park in the United States. The Santa Monica Mountains Recreation Area preserves one of the best examples of a Mediterranean climate ecosystem in the world and protects one of the highest densities of archaeological resources in any mountain range in the world. Yet, Burbank Airport aims to destroy this precious resource by effectively using it as an extended runway. As if that were not enough, Burbank Airport is also devastating communities. Although I live many miles from Burbank Airport, I suddenly now must endure the relentless sound of almost 200 planes daily. At all hours of the day and night. 365 days per year. I am constantly awakened from a sound sleep due to the steady stream of low flying planes from Burbank Airport.

Burbank Airport is surrounded by industrial areas and highways to the north, south, east and west. And there are many reasonable alternatives that could be implemented. Burbank Airport chooses, instead, to harass children in schools so that they cannot learn, bombard protected lands until they are destroyed and plague its neighbors with the transmission of cancer and asthma. Burbank Airport is actively damaging communities by decreasing property value and retail/commercial revenues.



It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective actions. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion. Until that time, Burbank Airport's growth must be checked, otherwise the damage to our communities will only multiply.

Furthermore, the expansion must include:

Impact Analysis

- A. NEPA requires federal agencies to account for all reasonably foreseeable direct, indirect, and cumulative impacts of a proposed project. Here, the impact analysis must account for the reasonably foreseeable possibility that the replacement terminal — with its expanded amenities and increased efficiency — will result in increased departures and arrivals at BUR even if the number of terminal gates remains constant.
- B. The impact analysis must use an appropriate baseline. In developing the baseline, the FAA should account for the fact that (i) the Metroplex NEPA analysis did not address the actual departure routes currently flown at BUR; and (ii) the number and routing of BUR departures remains in flux. Pre-Metroplex conditions therefore provide the most appropriate and equitable baseline against which to measure project impacts.
- C. To accurately address the significant noise issues at BUR — which will be intensified by the new terminal and supporting infrastructure — the EIS must incorporate and address the following:
 - a. Impacts on all noise-sensitive land uses, including schools, parks, open space, preserves, historic resources, and others.
 - b. Unique topography, including, in particular, the hills and canyons south of the airport.
 - c. Single-event noise measurements.
 - d. California and federal noise metrics.
 - e. The likelihood that aircraft will not adhere to published departure and arrival routes
- D. NEPA requires federal agencies to address the cumulative impacts of their proposed projects together with other past, present, and reasonably foreseeable future actions. Here, the impacts of the terminal replacement project must be considered cumulatively with at least the following:
 - a. The Metroplex project



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

Alternatives and Mitigation

- A. NEPA's implementing regulations require the FAA to "rigorously explore and objectively evaluate all reasonable alternatives," and state that this analysis must be "the heart" of the EIS. The regulations further provide that the alternatives evaluated should be based on the affected environment and the environmental consequences of the proposed action. Because noise is one of the most significant impacts at BUR, the FAA must make a good-faith effort to identify alternatives that would decrease noise impacts in surrounding communities. Those alternatives should include, but may not be limited to, the following:
 - a. Alternatives involving time-of-day restrictions
 - b. Alternatives involving changes to departure and/or arrival routes, including changes that would keep departures over the Highway 101 corridor
 - c. Additional procedures allowing different take-off and landing configurations under certain meteorological circumstances
 - d. Alternatives restoring pre-Metroplex routes
- B. We understand that some alternatives may be outside the sole jurisdiction of the FAA. But that fact does not preclude their consideration in the EIS. On the contrary, NEPA requires the FAA to fully consider alternatives that may require planning and approval by other agencies.
- C. An EIS must fully evaluate measures to help mitigate the potential impacts of a proposed project. Noise mitigation is especially important here.

Sincerely,

Matt Labate

matt.labate@gmail.com

415.412.5661



February 19, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Toluca Lake and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

Best regards,

Diane Laney
10821 Blix Street #203
Toluca Lake, CA 91602

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

February 25, 2019

Dear Mr Cushing,

We live in Studio City, under the recently increased flight path of Burbank airport. This has disrupted our sleep and affected our quality of life. We STRONGLY OPPOSE the replacement terminal.

We like the current airport, it's convenient and manageable, and we don't want the added noise and pollution a new terminal would bring.

I hope this isn't a futile expression, our health and comfort are in jeopardy.

Ken and Michelene Laski
11519 Aqua Vista St
Studio City CA 91604

Ken Laski
Michelene Laski



February 27th, 2019

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

Dear FAA/Burbank Airport,

We are writing to add our voices in opposition to the New Expanded Terminal at Burbank Airport.

We live in Studio City and are part of the many people suffering under the flight paths that were changed in early 2017 without notice or environmental study.

We both work from home, and the increased and continuous flight noise is impacting our ability to hold phone calls, let alone have in person meetings at our home office.

With three young children, we're seeing them wake up more often because of the ever later flights taking off from BUR despite the voluntary curfew in place. Our quiet time is disrupted ever later in the evenings and then again ever earlier in the morning

We moved into this neighbourhood in 2011 from West Hollywood because of the relative tranquility, and the schools. Now we're finding ourselves subjected to ever increasing airplane noise at home. Our kids' elementary school, Carpenter Community Charter, is directly below the flight path of every single plane coming out of Burbank, causing a lot of noise and distraction for the children in their classrooms and in the yard.

The noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. The FAA must move the paths before proceeding with the replacement terminal!

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,


Oliver Latsch


Paula Latsch

(also for Robin, Lukas, and Felix Latsch)
11224 Canton Drive
Studio City, CA 91604

----- Forwarded message -----

From: <tradgt@aol.com>

Date: Sat, Jan 26, 2019 at 1:15 PM

Subject: Airport

To: <UproarLA@gmail.com>

My husband and I are opposed to the new plans regarding the Burbank Airport. Elinor and Thomas Lenehen

Deirdre Lenihan Sloyan
3915 Ventura Canyon Ave.
Sherman Oaks, CA 91423

Mr. David Cushing
Manager, LA Airports District Office, LAX 600
777 S. Aviation Blvd. #150
El Segundo, CA 90245

Burbank Terminal

Dear Mr. Cushing,

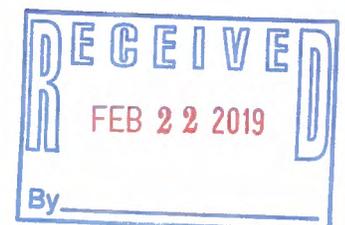
It's hard to believe the FAA chose to change the flight patterns leaving Burbank Airport without a careful review of the harm it causes parkland and natural habitat, and schools. And how it alters the lives of over an hundred thousand residents. In these winter months we are moderately buffered by double pane windows and heating systems, but come spring the enjoyment of barbeques and swimming pools and outdoor sports may be gone forever. As I write this letter I've pressed my airnoise.io twelve times.

I met with the dozen representatives from the FAA at the Pickwick Gardens in Burbank. (November 7&8 2018) They were unprepared to handle our questions and deal with our frustrations. None were from the San Fernando Valley- in fact none were from California. When the Carpenter School (a school in the satellite-based cross-hairs) mothers and students arrived to protest the FAA action, the police were ordered to break up the meeting.

Was airline travel less safe before the March 2017 OROSZ and SLAPP routes were implemented? You'll have to convince us that spewing fuel and strafing parkland are viable ideas.

In the meantime, I think barring the construction of a new terminal at Burbank Airport until the airlines are rerouted is a good hill to die on.

Deirdre Lenihan
Deirdre Lenihan



Sunday February 17, 2019

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. AVIATION BLVD, SUITE 150
EL SEGUNDO, CA 90245

RE: Burbank Airport terminal expansion

Dear Mr. Cushing,

Please be informed that I am against any Burbank Airport terminal expansion until the current FAA flight paths in operation are changed so as to drastically reduce the continual noise bombardment that started here and in the park areas in the Sherman Oaks hills area in the latter part of 2018.

The following excerpt describes exactly how I feel.

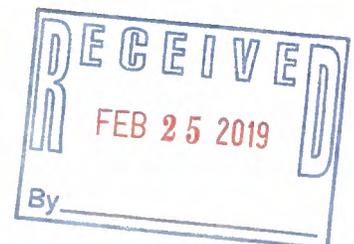
This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

Sincerely,

Gary Lewis

3427 Camino de la Cumbre

Sherman Oaks, Ca 91423



February 22, 2019

From: J.D. Lobue
3460 Camino De La Cumbre
Sherman Oaks, CA 91423-4515

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. My wife and I live at 3460 Camino De La Cumbre in the Sherman Oaks hills. We are elderly retirees who have been suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted our quality of life.

Over flights begin as early as 6:00 AM and continue well past 10:00 PM at night affecting our daily lives and interrupting our sleep. The stress we have endured as a result of these flights has made us more susceptible to colds, raised our blood pressure, and caused frequent headaches. We occasionally babysit our 28-month-old great grand daughter whose sleep has been interrupted by the noise of aircraft overhead.

When we invested in our neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside (900 feet), and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. The health effects of being so close to the aircraft are severe.

The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground. Since the flight path change went into effect a black film settles on our home and is readily visible on the windowsills of any open window.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

I am a retired Director. The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already

diminished local filming and threaten the studios and thousands of people who work in the film industry.

Home values are dropping which in turn is potentially reducing by hundreds of millions of dollars, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in black ink, appearing to read "J.D. Lobue". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

J.D. Lobue
3460 Camino De LA Cumbre
Sherman Oaks, CA 91423-4515

From: **janet Loeb** <janetloeb@gmail.com>
Date: Sun, Jan 27, 2019 at 10:17 AM
Subject: Replacement terminal Burbank Airport
To: <UproarLA@gmail.com>

I am opposed to the replacement terminal for Burbank airport and the plans for increased facility size and jet capacity. We do not need nor can we handle another LAX in this area. Jets do not take off over the water here, they take off over our homes, schools and wildlife. We need to resolve the issues caused by NextGen, not add to them.

Increased traffic, both in the skies and on the ground will negatively impact quality of life for communities across the entire region. Burbank airport is a regional facility and should remain so.

--
janet s. loeb
Studio City

February 25, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Valley Village 91607, and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life. I cannot comfortably dine outdoors, talk on the phone without my windows completely closed or sleep properly without ear plugs. The flight noise wakes me up every day and interrupts my sleep at night. Even with all of my windows closed, the volume of the noise is horrific. I hear every plane all day long!

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

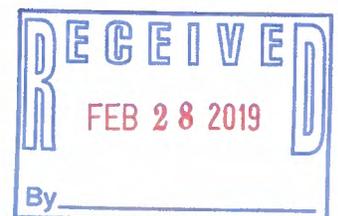
The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Marla London
11830 Hesby Street
Valley Village, CA 91607



February 20, 2019

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

Dear FAA/Burbank Airport,

I'd like to go on record voicing my opposition to the New Expanded Terminal at Burbank Airport. I live in the hills in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 **without notice** or **environmental study**. The flight paths have seriously disrupted my life and my work. The hikes that formerly were a peaceful respite from my busy life, are now interrupted by jet noise from very low flying planes. I work from home and have important business calls made impossible by the sound of the planes.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, **primarily** BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental

Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our **protected parkland!**

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

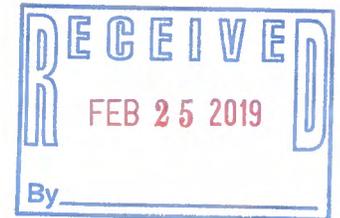
For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I vehemently oppose the replacement terminal at BUR.

Sincerely,

Deborah Lorenz
11571 Duque Drive
Studio City, CA

February 20, 2019

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



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Studio City and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. My husband and I are in our late 70s and sleep is elusive at best. When we are awakened at 12 to 1 in the morning by loud airplane noise our meager hours of sleep are ruined and so is our health. During the early morning hours the parade of noise begins and continues through out the day. Staying at home is now almost torture.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by

hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

A handwritten signature in blue ink that reads "Phyllis Lovit". The signature is written in a cursive style with a large initial "P".

Phyllis Lovit,

4529 Tujunga Ave,
Studio City, CA 91602

From: **Roy Lyons** <royslyons@sbcglobal.net>
Date: Sat, Jan 26, 2019 at 10:07 AM
Subject: Burbank expansion
To: <UproarLA@gmail.com>
Cc: Lyons Teri <terilyons@sbcglobal.net>

My wife and I have lived in the hills of Sherman Oaks for 32 years. We both retired a few years ago and were beginning to enjoy a quiet peaceful retirement in our paid off home. Those plans have been completely disrupted by the FAA actions at Burbank. Rerouted departures and now arrivals have caused a distressing cacophony of jet engine noise directly and indirectly through reverberated sounds off the mountains. We now have to live with our windows and doors closed day and night in order to muffle the noise. Yet it is loud enough to remain disturbing. This is not how we envisioned our retirement years. Selling our house is out of the question. Rerouting planes back to the former patterns is the right thing to do. Fix this now.

Roy S Lyons

ROY S. LYONS

3717 STONE CANYON AVE | SHERMAN OAKS, CA 91403 | ROYSLYONS@SBCGLOBAL.NET

February 11, 2019

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

Subject: Airport Noise

Dear Mr. Cushing:

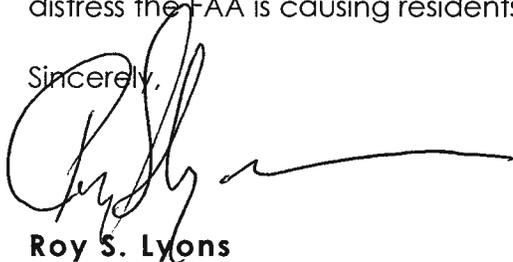
My wife and I have lived in the hills (elevation 890 feet above sea level) of Sherman Oaks for 32 years. We both retired a few years ago and were beginning to enjoy a quiet peaceful retirement in our paid off home. Those plans have been completely disrupted by the FAA actions at Van Nuys and Burbank. Rerouted departures and now arrivals have caused a distressing cacophony of jet engine noise directly and indirectly through reverberated sounds off the mountains. We now have to live with our windows and doors closed day and night in order to muffle the noise. Yet it is loud enough to remain disturbing. This is not how we envisioned our retirement years. Selling our house is out of the question. Rerouting planes back to the former patterns is the right thing to do. This is critical especially in light of the expansions plans underway at both Van Nuys and Burbank. Unless changes are made NOW life for everyone in Sherman Oaks and Encino will continue to worsen.

We understand we live in an urban environment and planes are a normal part of that. We co-existed peacefully with a reasonable amount of noise. With the recent changes, this is no longer reasonable.

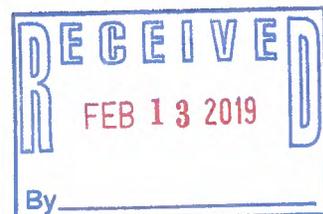
Flights passing overhead begin before 6am and past the 10 pm curfew. If you would like to view a chronology of flights as they pass overhead please let me know as they can be retrieved from our Airnoise account.

I look forward to hearing from regarding actions you will take to alleviate the community distress the FAA is causing residents.

Sincerely,



Roy S. Lyons



February 23, 2019

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

Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work.

At it's worst, low-flying jets gaining altitude at full-throttle pass directly over my house at approx. 1000- 1500 ft. This begins at around 6:30 a.m. and continues sometimes with flights every few minutes. It rattles my house in some cases. Occasionally, redeye flights in the middle of the night do the same thing.

When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Eric McConnell
4023 Cody Rd. Sherman Oaks, CA. 91403

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

Dear FAA/Burbank Airport,

I am a Studio City homeowner and one of the many residents that are severely impacted from the flight paths that were changed in early 2017 and done so without notice or environmental study.

Unfortunately the flight paths have seriously disrupted my life, my work and the same for all my neighbors. The anxiety living with this increase noise has dramatically affected my life and I don't want a new terminal that will increase noise and pollution even more. **For that reason, I oppose the New Expanded Terminal at Burbank Airport. It is untenable as it is now.**

When I bought my home back in late 80's, we experienced only occasional, insignificant air traffic. Since the change, the noise level is unbearable with a barrage of aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. I live in the hills, so the low altitudes of the aircraft combined with the higher elevation of the hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds, often overlapping with yet another jet taking off.

Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new,

more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,

Heidi MacKay
4060 Alta Mesa Drive
Studio City, CA 91604

January 29, 2019

Mr. David F. Cushing, Manager
Los Angeles Airports District Office, LAX-600
El Segundo, CA 90245

Submitted via Uproarla.org

Dear Mr. Cushing:

Thank you for this opportunity to comment on Burbank Airport's proposed expansion. Any expansion of Burbank Airport would be grossly inappropriate at this time.

The FAA arbitrarily and capriciously consolidated virtually all air traffic out of Burbank Airport as a result of the recent implementation of two amendments to the departure routes out of its airport: SLAPP TWO and OROSZ THREE without conducting a full environmental impact study. The FAA's contention that these are historical flight paths and therefore will not burden Studio City residents is malarkey. Even if it is true that Burbank Airport is utilizing flight paths that existed in the past, these flight paths were infrequently used and were traversed at much higher altitudes. Having lived in Studio City for the last 30 years (I grew up on Ben Avenue, and now live on Canton Drive), I can definitively state that, at no time in the last 30 years, has there been air traffic over Studio City like we are experiencing now. I challenge any FAA official and/or Burbank Airport official to prove otherwise.

Before the implementation of these new departure routes, I rarely heard 1 or more planes a day passing over my house. Now, on average, I hear in excess of 90 flights per day. My airnoise.io account (which is a subscription service that allows you to submit complaints to Hollywood Burbank Airport and Van Nuys Airport) confirms that in the 44 days since opening my account, I have personally lodged 3,961 complaints with Burbank Airport. This is a staggering number considering that I am out of the house Monday through Friday from 9:00 a.m. until approximately 9:00 p.m.

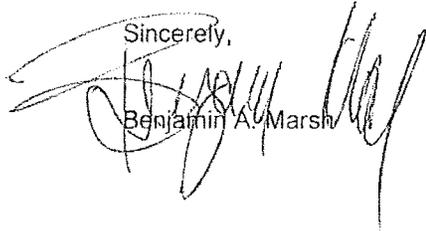
Burbank Airport has *not* responded any of the 3,961 noise complaints that I have lodged due to the steady and unrelenting stream of low altitude flights at or near my home. Burbank Airport appears to be employing an ostrich defense in connection with these noise complaints. This course of conduct demonstrates a callous disregard for Burbank Airport's surrounding neighbors that have been negatively impacted by recent implementation of SLAPP TWO and OROSZ THREE. It also suggests that Burbank Airport is flagrantly breaching its "separate duty to reduce noise," as confirmed by the California Supreme Court in *Baker v. Burbank-Glendale-Pasadena Airport Authority*, 39 Cal.3d 862, 873 (1985).

These actions are even more disturbing when you consider how loud and disturbing these flights can be to members of my strictly residential community in the hills of Studio City. For example, I was woken up out of a dead sleep on December 28, 2018, at 4:53 a.m. because of a UPS flight (Flight No. UPS914) above my house at an altitude of approximately 1,300 feet. As someone who slept through the entire Northridge earthquake, the noise emanating from this flight was extraordinary. My attempt to fall back to sleep was interrupted at 5:00 a.m. by a FedEx flight (Flight No. FDX1417) that was at an altitude of approximately 1,750 feet, which was also disturbingly loud.

Of equal concern is the absence of any discussion in the FAA's Draft Environmental Review Proposed Categorical Exclusion For The Proposed OROSZ THREE DEPARTURE (RNAV) and SLAPP TWO DEPARTURE (RNAV) Open Standard Instrument Departure Procedures at Hollywood Burbank Airport dated October 2018, of ways in which Burbank Airport's runways, taxiways and other facilities could be modified to ameliorate the excessive and unreasonable impact that the new departure routes have had on residents in Studio City and other southerly neighborhoods. The FAA arbitrarily and capriciously implemented these new departure routes and now appears poised to rubberstamp Burbank Airport's proposed expansion without requiring Burbank Airport to affirmatively address the nuisance created by SLAPP TWO and OROSZ THREE.

It is incumbent upon Burbank Airport to actively assess the numerous adverse impacts of SLAPP TWO and OROSZ THREE and take corrective action, including but not limited to, modifying its proposed expansion plans to incorporate ameliorative measures. Only after these corrective actions are implemented can members of the public make an informed assessment of the impact of Burbank Airport's proposed expansion.

Sincerely,



Benjamin A. Marsh

Comments 237, 238, 239, 240, 241, 242, 243, 244, 246, 247, 248, 249, 264, 267, 268, 269, 270, 271, 272, 279, 282, 285, 286, 289, 290, 291, 293, 294, 299, 300, 305, 332, 337, 342, 345, 352, 353, 354, 355, 365, 366, 367, 368, 390, 391, 393, 400, 401, 403, 404, 406, 417, 418, 454, 473, 478, 479, 481, 484, 493

Donna Materna
3981 Cody Road
Sherman Oaks CA 91403

February 23, 2019

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



Dear FAA/Burbank Airport,

I oppose the New Expanded Terminal at Burbank Airport. I live in Sherman Oaks and am one of many people suffering under the flight paths that were changed in early 2017 without notice or environmental study. The flight paths have seriously disrupted my life and my work. MY FAMILY NO LONGER SLEEPS LONG ENOUGH TO BE HEALTHY DUE TO THE CONSTANT BARRAGE OF JETS! I DON'T WANT A NEW TERMINAL THAT WILL INCREASE NOISE AND POLLUTION. MY PHONE CALLS FOR WORK NEED TO PAUSE FOR UP TO A MINUTE WHEN THE LOUD JETS FLY OVER MY HOME. OUR ENTERTAINMENT IS INTERRUPTED BY JET AFTER JET. WE CAN NOT KEEP CONVERSATIONS GOING INSIDE OUR HOME. When I invested in my neighborhood, we had only occasional, insignificant air traffic. Now, the noise level is unbearable with a barrage of more than 260 aircraft overhead at all hours of the day and night from BUR and VNY, primarily BUR. The low altitudes of the aircraft combined with the higher elevation of our hillside, and canyon acoustics, cause the noise to be widely amplified and create a rebound effect that lasts for at least 90 seconds. Health effects of being so close to the aircraft are severe. The FAA must not allow the terminal expansion because that will further increase the health risk from noise and toxic jet particulates that fall to the ground.

Our hillside communities are unique in that they are in the midst of the Santa Monica Mountains National Recreation Area, one of the few quiet refuges that remain for residents, visitors, and wildlife in the metropolis

of Los Angeles. The FAA, under the guise of safety and efficiency, is endangering our protected parkland and wildlife habitat, and admittedly without conducting any Environmental Studies for our area. The new, more efficient, expanded terminal must not proceed until the FAA moves the flight paths out of our protected parkland!

The film industry is an important part of our communities and a driver of our local economy. The current unauthorized flight paths have already diminished local filming and threaten the studios and thousands of people who work in the film industry. Home values are dropping which in turn is potentially reducing by hundreds of millions, tax revenues for the City of Los Angeles. A new, expanded terminal will give all the monetary benefit to the City of Burbank and export all the noise and pollution to the City of Los Angeles. **The FAA must move the paths before proceeding with the replacement terminal!**

For the above-stated reasons and all of those submitted by our local Quiet Skies groups, I oppose the replacement terminal at BUR.

Sincerely,



Donna Materna
3981 Cody Rd Sherman Oaks CA 91403

SCFQS PARTIAL COMMENT FOR BURBANK'S NEW EXPANDED TERMINAL

The following impact analysis will show that BUR's "replacement" terminal is essentially an "expansion" that will result in increased operations and efficiency such that it will significantly increase noise and pollution to the surrounding communities. According to National Environmental Policy Act (NEPA), the FAA must consider all cumulative impacts of the proposed terminal expansion.

This proposed Expanded Terminal represents a profound threat to our LA Valley communities. Through cumulative actions taken by FAA/BUR, our communities and protected parklands have been fundamentally degraded – severely reducing quality of life by massively increasing

noise and pollution. The proposed Expanded Terminal at Burbank will guarantee increased efficiency, even without adding more gates. **That means more flights, larger jets and jets flying even closer together.** The proposed Expanded Terminal will add significantly to the numerous cumulative negative impacts we are already experiencing under the disastrous 2017 change in flight path that occurred without notice or environmental study, resulting in more than 260 overflights per day. **We cannot allow the proposed Expanded Terminal to go forward without fundamental and comprehensive changes in the flight path, protection of our communities and parklands, and limits on airport growth and operations.**

FAA'S Environmental Impact Statement (EIS) must define the "Affected Area" to include the footprint of procedures overflying the noise-sensitive hillside communities of Studio City, Sherman Oaks, and Encino, and the protected 4(f) Santa Monica Mountains. All Environmental Resource Categories should be evaluated and analyzed in the "Affected Area" thus defined.

Cumulative Future Impacts Directly Resulting From Proposed Expanded Terminal:

*The terminal expansion must not be considered in a vacuum. NEPA requires that the FAA evaluate the impact of its action (replacing the terminal) "when added to other past, present, and reasonably foreseeably future actions," whether direct or indirect (40 CFR 1508.7, 1508.8). The impact the proposed Expanded Terminal will have must be considered along with all other cumulative impacts.

*The proposed Expanded Terminal, with its greater size, increased amenities, and improved airside facilities, will increase efficiency, allow for processing of more passengers, and result in a greater number of flights and larger jets.

*The proposed Expanded Terminal is expected to have the same number of gates (14) as the existing terminal. However, with its increased size, it is reasonably foreseeable that more gates will be added in the future, and therefore must be considered as a cumulative impact. All it would take to expand beyond 14 gates is approval by the

City of Burbank. The City of Los Angeles would have no say in the matter.

*The FAA is underestimating its impact on our communities and underestimating future growth. Although passengers (enplanements) at Burbank Airport (BUR) have increased 28% over the last 3 years (11.7% of that in 2018 alone), the FAA is projecting growth from 2019 through 2029 at only 1.2% to 2% annually. These projections are simply not credible. In fact, in marketing materials, BUR touts that growth is explosive, stating, "the airline industry is only now beginning to fully recover from the Great Recession" (LA Curbed Article 2/7/19). The proposed state-of-the-art Expanded Terminal will further increase passenger numbers, thereby multiplying the cumulative impacts on the Affected Areas.

*BUR estimates that the proposed Expanded Terminal will cost \$1.24 billion, significantly increased from the originally estimated \$400 million. To increase revenue, as they must do, BUR will increase capacity by bringing in more passengers in larger jets. Larger, heavier jets will make slower turns, driving the aircraft even further south, thereby contributing to increased future cumulative impacts and danger to the Affected Areas.

*Expanded Cargo Facilities will encourage more cargo jets creating heavier, slow-to-gain-altitude jets that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

*Expanded General Aviation Facilities will encourage more general aviation aircraft that are not subject to curfew, thereby flying over noise sensitive areas late at night and early in the morning.

Metroplex and Cumulative Impacts:

* Proposed Expanded Terminal process must be halted until all cumulative actions taken by FAA/BUR that have already severely impacted Affected Areas are mitigated and alternatives are found.

*Previous cumulative actions taken by FAA/BUR that must be considered in combination with the proposed Expanded Terminal include, but are not limited to, the following:

- The current, unauthorized departure procedures implemented in 2017 at same time as Metroplex;

- Proposed departure procedures OROSZ THREE AND SLAPP TWO;

- Skyrocketing passenger and operations growth at both BUR and Van Nuys Airport (VNY);

- Changes in flight path at nearby VNY;

- Impending closure of Santa Monica Airport that has created increased operations at BUR and VNY; and

- Increase in helicopter traffic that must fly below the jets from both BUR and VNY, creating a stacking effect.

All of the above actions currently contribute to, and will continue to contribute to, increased cumulative impacts on residents, students, local business, film industry, and parklands that are under the narrow, focused flight path.

*The FAA's Environmental Impact Statement (EIS) must not claim a baseline that includes the currently flown unstudied and undisclosed departure procedures introduced in 2017. To do so would constitute a **false baseline**. To do an accurate comparison, the FAA must use pre-Metroplex conditions as a baseline to compare the impacts that the proposed Expanded Terminal would have on the environment and surrounding communities, in other words, compare the proposed Expanded Terminal impacts to the time period before NextGen was even being considered (2014 or earlier).

*It has already been determined by an independent analysis conducted by Landrum & Brown that the BUR flight paths shifted south in a concentrated path over the Affected Areas. This change in flight track occurred in early 2017 without notice or environmental study. Prior to 2017, there was only occasional jet noise. Now there is a constant, disruptive, low, loud jet disruption in our formerly tranquil, hillside neighborhoods. The proposed Expanded Terminal will amplify these

impacts that the FAA/BUR has failed to address/mitigate despite intense and widespread public controversy.

*BUR proposed procedures SLAPP TWO and OROSZ THREE would make permanent the current path that FAA/BUR began vectoring in March 2017, without notice or environmental study, over the Affected Areas. BUR has stated that the FAA is planning to do an Environmental Analysis (EA) as a result of extreme public outcry. Such EA is expected to take 12-18 months. The proposed Expanded Terminal must be put on hold NOW and not proceed until the FAA completes its process.

*Through its own analysis, VNY reports an increased number of departures by 35% since 2016. It has also moved departure path HARYS TWO south and east (with institution of waypoint PPRRY in May 2018) to traverse the same portion of the Santa Monica Mountains that BUR currently impacts by its departures; and that the proposed departure procedures SLAPP TWO and OROSZ THREE will continue to impact by adding waypoints JAYTE and TEAGN. The proposed Expanded Terminal must not proceed until these paths, already cumulatively impacting Affected Areas, are changed, and paths consistent with Section 175 of the FAA Reauthorization Act are explored.

*Both BUR and VNY estimate a projected 15% increase per year in air traffic, which will contribute significantly to the current air noise over the Affected Areas. The proposed Expanded Terminal will compound these projections.

*Santa Monica Airport (SMO) shortened its runway in 2017 significantly reducing the air traffic out of that airport and causing more traffic to be routed to both VNY and BUR, thereby contributing to the cumulative impacts in the Affected Areas. SMO's complete closure is scheduled to occur in 2028 and will further increase the traffic, along with air and noise pollution, in the Affected Areas.

Public Controversy:

*The Expanded Terminal has a cumulative, compounding effect on FAA prior actions (the current flight path and proposed procedures) that have been demonstrated to be "highly controversial on environmental

grounds” under NEPA Rule 1050 1F 5-2 (10). Highly controversial is defined as “opposition on environmental grounds to an action, by a Federal, state or local government agency, or by a ... a substantial number of the persons affected by such action....” Such opposition occurred during the comment period for the proposed procedures, SLAPP TWO and OROSZ THREE, ending November 18, 2018 as exhibited by the protests of thousands of community members (evidenced by the Petition signed by almost 3,500 people and climbing); 396,000+ noise complaints filed, the opposition of current paths and proposed procedures by elected local, state, and federal officials; the opposition by Burbank Airport itself; the over-capacity turnout at the October 18, 2018 Burbank-Glendale-Pasadena Airport Authority meeting, high public turnout at FAA Workshops on November 7/8, 2018, and blanket press coverage. Public Controversy continues during the comment period for BUR Expanded Terminal with high public turnout at the Public Scoping meeting on January 29, 2019, and a Petition opposing the Expanded Terminal so far signed by more than 1,200 people.

Impacts to Protected 4(f) Parkland:

*Under Section 4(f) of the U.S. Department of Transportation Act, the FAA must avoid potential impacts to "publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties" (23 SFR 774). The FAA is required to look at all other alternatives to avoid overflying 4(f) protected parkland and has failed to do so. The new, more efficient Expanded Terminal must not move forward until the FAA abides by this statutory law and finds alternatives to the cumulative actions already taken by FAA/BUR. Viable alternatives have already been presented to the FAA in a comment letter by the City of Los Angeles, dated November 16, 2018, that the FAA has failed to consider thus far. The Expanded Terminal will further degrade our public parklands – our quiet refuge from noisy city life. It will negatively impact the already dwindling wildlife and increase fire risk in an area where ingress and egress by emergency vehicles is severely limited. Mountains Recreation & Conservation Authority and Santa Monica Mountains Conservancy consider "quiet to be a critical component of the natural lands visitation experience"(SMMC

Letter 1/28/19). The Expanded Terminal combined with other actions taken by FAA/BUR "contribute to a continually increasing level of impacts inconsistent with the recreational and quiet refuge values of the affected natural parklands" (SMMC Letter 1/28/19).

Mountainous Topography Amplifies All Cumulative Impacts:

*Hillside/canyon acoustics exacerbate noise. Many of those in the Affected Areas live in the Santa Monica Mountain range and foothills at elevations of 800 to well over 1000 feet, thereby making aircrafts' effective Above Ground Level (AGL) altitude lower than if overflying flat land. Noise concentrates in bowl-like canyons and sustains and bounces off mountains in all directions, creating more noise for everyone, even spilling and deflecting to neighborhoods outside the immediate hillside area. The FAA/BUR has failed to consider this aggravating circumstance when taking previously cumulative actions to re-route low-flying jets over this type of terrain and must consider, study, and measure the unique topography when considering how the Expanded Terminal will further amplify already devastating cumulative noise impacts.

Wind and Weather Impacts:

*Wind and weather paths are increasingly becoming the norm. Wind Day Paths bring arrivals over affected communities instead of departures. Extremely low landing altitudes over terrain with many obstacles increase danger to aircraft and passengers as well as to those on the ground. Significant health risks are magnified. The efficiency of the state-of-the-art Expanded Terminal will increase the frequency of low altitude arrivals and contribute to an already dangerous action taken by FAA/BUR.

Safety Impacts:

*Increasingly, simultaneous departures and arrivals, often within 1,200 feet of each other, are occurring over mountainous terrain. This practice contributes to and significantly worsens the dangerous cumulative safety

impacts and the welfare of our communities. The new, more efficient Expanded Terminal will increase this phenomenon. It will also increase the sheer number and frequency of aircraft traversing the mountains at lower altitudes, thereby compounding the probability that a crash will occur over dry parkland, creating catastrophic urban wildfires, that will spread through the Santa Monica Mountains. Lack of ingress and egress through the terrain make it impossible for emergency vehicles to pass. This is exceedingly reckless and constitutes a dereliction of the FAA's obligation to society.

Health Impacts:

*The new, more efficient Expanded Terminal will increase the already burdensome cumulative negative health effects from constant, low-flying jets over elevated terrain that degrade air quality and cause serious health problems:

-Health effects of jet pollution are severe. Jet fuel emissions are a toxic stew of benzene and hazardous chemicals. At or below 3,000 feet (mixing level), particulates fall to the ground rather than being absorbed in the atmosphere. Fine particulate emissions are dangerous and cause respiratory disease, heart disease and cancer. Children and the elderly are "sensitive receptors" and are most susceptible. Air quality degradation will be increased, threatening the health of residents, students, and visitors. The greater the volume and frequency of jet overflights, the greater the pollution, and the greater the cumulative health risk.

-Health effects of noise are severe. According to the World Health Organization and a Columbia University study, noise has been proven to cause heart and lung disease, strokes and even reduce longevity. The greater the volume and frequency of jet over flights, the greater the cumulative health risk.

-Noise increases disruption in schools and interferes with students' ability to learn. Hillside schools are not designed to be under a flight path. They were not built near a freeway and therefore do not have soundproofing, triple paned windows, or air filtration. Flight frequency

due to the higher efficiency of the proposed Expanded Terminal will increase cumulative impacts already suffered by our children as a result of previous actions taken by FAA/BUR.

Economic Impacts:

*The new, more efficient Expanded Terminal will increase the economic loss already experienced in the Affected Areas.

-Negative effects on local businesses and restaurants will increase.

-The film industry centered in Studio City is already disappearing due to current unauthorized flight paths that a New Terminal would exacerbate. TV and film shoots in Studio City and Sherman Oaks - a critical part of our local economy, with CBS Television Studios a huge contributor of jobs and local tax revenues - would be severely affected by the Expanded Terminal. Crews already have to "hold a shot" every 90 seconds as a flight passes due to other cumulative actions already taken by FAA/BUR. Many on-location shoots are simply moving elsewhere due to the constant noise.

-Home values have already been impacted and are on the decline. Cumulatively, this, in turn, causes a massive reduction in tax revenues to the City of Los Angeles.

Construction Environmental Impacts:

*Residents near BUR and along the soil export route have grave concerns about vast amounts of contaminated soils traversing their neighborhoods, potentially exposing them to dangerous materials. Residents near BUR also have concerns about the growth of the airport, as well as increased traffic surrounding the airport, and air pollution from traffic.

Mitigation:

*Based on prior actions taken by FAA/BUR, mitigation of harm must be implemented before plans for the proposed terminal can continue. The

damaging and unreasonable cumulative impacts resulting from BUR/FAA action, as evidenced by widespread public controversy, must be addressed and resolved. Meanwhile, all plans for the proposed Expanded Terminal must immediately cease.

-FAA must address and consider request from BUR to use Section 175 of the FAA Reauthorization Act to create dispersed lateral tracks away from the 4(f) protected Santa Monica Mountains. Use of Section 175 has the support of the City of Los Angeles through its Resolution dated 2/5/19.

-FAA must consider a full "reset" of BUR path to the historical dispersed path.

Alternatives:

Other alternatives must be considered such as:

*Rerouting the flights east or southeast over Burbank, Glendale, and Pasadena. They are reaping the profits from the airport but are not sharing in ANY of the air noise and pollution. Los Angeles receives all the negative impacts with no reward or profit.

*Redesign by modifying and regrading the 15/33 Runway so it can be regularly used for northern takeoffs.

*Redesign considering a dedicated Runway for Southwest Airlines, Burbank's largest carrier, to depart to the north.

*Redesign Runways and Departures to accommodate departures on other runways, in other directions to reduce southwestern departures.

*Redesign Runways and "Wind" Arrival Procedures to provide alternatives to descending over mountainous terrain.

*Redesign runways to accommodate alternate procedures for some "less competent jets" that can't always complete their turns prior to the 101 freeway.

*Restoring the pre-NextGen historical 6-mile wide flight path, proven safe for decades.

*Creating multiple tracks and alternate tracks in ALL directions. There is webtrak evidence of numerous successful northern departures by all jets, as well as eastern departures.

*Transferring or shifting some of the General Aviation or Cargo operations to another existing public airport (or airports) in Southern California.

*Retiring all General Aviation operations. The Expanded Terminal will encourage more General Aviation including large jets that are not subject to BUR's voluntary curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Retiring or reducing Cargo operations. The Expanded Terminal will encourage more cargo and heavier slow-to-gain-altitude jets that are not subject to curfew, and will therefore fly over noise-sensitive areas late at night and early in the morning.

*Relocating the airport to a less populated area. The Expanded Terminal will have Metrolink connections to Antelope Valley and Ventura. These high-speed rail lines are two-way. A New Airport designed to meet all FAA standards could be located on the other end of either line in a less densely populated area.



Tom Donna and Monica Materna

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