



STUDIO CITY FOR QUIET SKIES

The FAA is trying to take the flight path off the table so it can charge ahead with the New Replacement Terminal. Despite FAA's claim that the Replacement Terminal and the changes in the flight path are "independent" of one another, **the illegitimate flight patterns and the new terminal are intrinsically tied.** The Replacement Terminal will generate more operations and larger jets, adding to the Cumulative Impacts to Los Angeles residents.

According to the Draft EIS, "the proposed replacement passenger terminal building and associated facilities would provide space and facilities to better meet the current passenger demand at the airport and the **future projected increases** in passengers indicated in the forecast." Creating facilities to meet future increased demand is new and was not put before the Burbank voters in 2016. The original 2016 CEQA EIR for the Replacement Terminal was structured around 14 gates for aircraft with 180 seats. However, the Authority has now scaled-up the circulation, baggage handling, and passenger handling capacity of the replacement terminal capacity for a 210-seat 737 MAX 8 aircraft, and the proposed aircraft parking ramp design will even allow the longer 230 seat 737 MAX 10 aircraft to use the facility.

The FAA is not even addressing the worst safety threat — the unsafe runway condition on Runway 15 that that **is currently NOT COMPLIANT with FAA standards.** The project as proposed continues to leave this unsafe condition in place. The scope of the project should include fixing the Runway 15 departure end to bring it into compliance with minimum FAA safety standards for a 200-foot object free zone beyond the physical end of the runway. The **FAA is turning a blind eye** to it and pushing through the terminal expansion without addressing this unsafe condition.

We do not oppose fixing ALL the safety issues, but FIRST the FAA must fix the flight path that moved without notice or environmental study over our communities. In addition, the New Terminal must be redesigned to accommodate departures on all runways.

The FAA is rushing this process through as quickly as possible during the **COVID-19 pandemic**, counting on the likelihood that the sheer exhaustion of the community will prevent them from participating in public comment. The much larger and exponentially more efficient airport will increase already critical negative impacts to the entire San Fernando Valley and Santa Monica Mountains.