

California High-Speed Rail Authority

Burbank to Los Angeles *Project Section*

**Final Environmental Impact Report/
Environmental Impact Statement**

Appendix 3.11-B: Airport Obstructions

September 2021



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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APPENDIX 3.11-B: AIRPORT OBSTRUCTIONS

3.11-B.1 Introduction

Under the California Environmental Quality Act Guidelines, Appendix G (Cal. Code. of Regs., Tit. 14, Ch. 3, Sections 15000–15837), the following significance criterion applies to the High-Speed Rail Build Alternative:

- For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Safety hazards can include the development of land uses that are incompatible with airport operations, the exposure of noise-sensitive receivers to noise levels in excess of established thresholds, or the imposition of airspace obstacles that represent hazards to aviation, and subsequently to people on the ground in areas exposed to aircraft overflight. The purpose of this appendix is to evaluate whether the High-Speed Rail Build Alternative impinges upon the imaginary airspace surface of any public-service airport in the resource study area, thus constituting a potential impact under the California Environmental Quality Act.

Hollywood-Burbank Airport is the one public-service airport located in the resource study area and is described in detail below.

3.11-B.2 Hollywood-Burbank Airport

Hollywood-Burbank Airport is a general aviation facility owned and operated by the City of Burbank. The airport is approximately 2.9 miles from downtown Burbank and is located adjacent to an existing Burbank Station. The airport operates two intersecting runways, one which is 6,885 feet long running in the north-south direction and one which is 5,802 feet long-running in the east-west direction. The yearly aircraft operation for the airport is 118,543 operations. The airport elevation is 778 feet above sea level. (Burbank-Glendale-Pasadena-Airport Authority)

3.11-B.3 Imaginary Surfaces

For purposes of identifying airspace obstacles for airports, the most commonly identified imaginary surfaces include those surfaces for civil aviation facilities defined under 14 Code of Federal Regulations Part 77 (Part 77 surfaces) and Terminal Instrument Procedure Surfaces.

Under Part 77 standards for determining obstructions to airspace, an existing object, including a mobile object, would be an obstruction to air navigation if it penetrates the surface of a takeoff and landing area of an airport or any imaginary surface established for the airport (14 Code of Federal Regulations Part 77.24). Imaginary surfaces for civil airports fall into five standard categories: primary, approach, transitional, horizontal, and conical. The size and shape of these surfaces can vary based on runway category and type of operating procedures available or planned for that runway. Examples of these surfaces are shown on Figure 3.11-B-1.

Terminal Instrument Procedure Surfaces are instrument approach and departure procedures for both civilian and military airports. Terminal Instrument Procedure Surfaces imaginary surfaces are used to help develop instrument procedures and conduct obstacle analysis for instrument operations.

3.11-B.4 Analysis

This analysis considers the potential for the High-Speed Rail Build Alternative to create hazards and airspace obstacles at Hollywood-Burbank Airport.

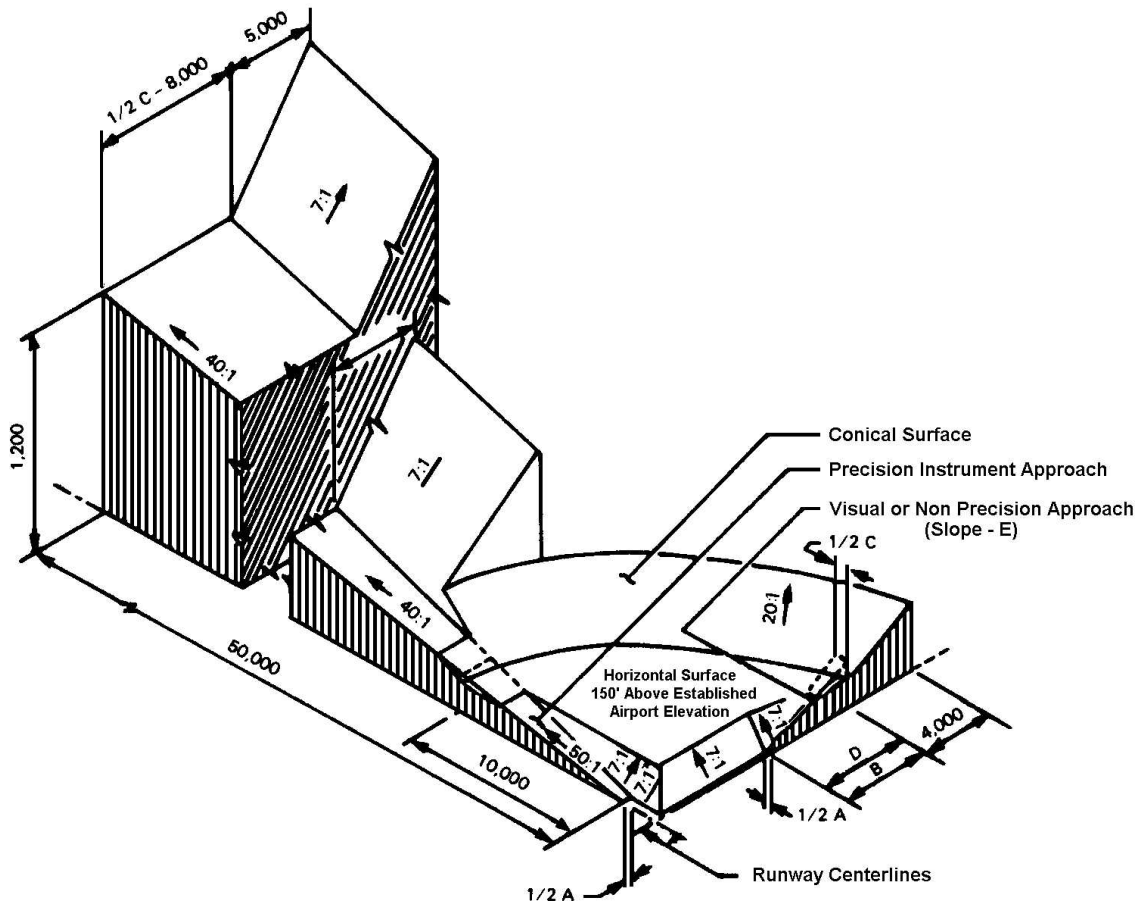


Figure 3.11-B-1 Graphical Depiction of Part 77 Airspace Surfaces (NOAA)

3.11-B.5 Results

A portion of the High-Speed Rail Build Alternative and an HSR station would be located adjacent to Hollywood-Burbank Airport. The station would be placed running parallel to the north-south runway and on the northwest end of the east-west runway. The HSR alignment would travel south from the proposed station and cross under Runway 8-26, Taxiway D, and the proposed extended Taxiway C. This below-grade covered tunnel would cross to the west side of the Runway Protection Zone and avoid conflicts with the Hollywood Burbank Airport Runway Protection Zone and the height restrictions established by Federal Aviation Administration regulations at 14 C.F.R. Part 77. The new tracks would return to at-grade south of Hollywood-Burbank Airport. Therefore, the Burbank to Los Angeles Project Section would not permanently encroach on any areas that have height or land use restrictions associated with the *Los Angeles County Airport Land Use Plan* (Los Angeles County Airport Land Use Commission 2004). Consequently, there would be no potential for permanent safety hazards resulting from interference with airport safety.

Although there would be no permanent issues, the Burbank to Los Angeles Project Section would require construction activities to take place near and within the Hollywood-Burbank Airport footprint where construction equipment required for station construction and tunnel construction (both cut-and-cover and sequential excavation methods) may affect the National Airspace System. In addition, construction equipment such as cranes and drill rigs may affect the National Airspace System (NAS) and will require flagging and lighting in accordance with FAA regulations. To address the potential for disruption of airfield and airspace operations at the Hollywood

Burbank Airport as a result of construction of the HSR Build Alternative, the HSR Build Alternative incorporates SS-IAMF#5, which requires the Authority and/or the construction contractor(s) to submit construction plans and/or information to the FAA as required by the Code of Federal Regulations, Title 14, Part 77, which may include the location of planned HSR construction and construction staging areas within and adjacent to the boundary of the Hollywood Burbank Airport, the types and height of proposed equipment, and planned time/duration of construction, to ensure construction within and adjacent to the boundary of Hollywood Burbank Airport does not intrude into imaginary surfaces as defined in 14 C.F.R. section 77.9(b). Additionally, SS-IAMF#5 requires the implementation of measures required by the FAA to ensure continued safety of air navigation during HSR construction pursuant to 14 C.F.R. section 77.5(c). A notice of proposed construction or alteration (FAA form 7460-1) has been filed with the FAA in accordance with Federal Aviation Regulations Part 77 and will be filed again prior to construction activities at the Hollywood Burbank Airport. Coordination with the FAA is ongoing and on March 5, 2020, the FAA provided a determination to the Authority that the FAA has no objection for construction of the portion of the tunnel under Runway 8-26 with respect to the safe and efficient use of navigable airspace and to the safety of persons and property on the ground, conditioned on certain requirements outlined in this determination. This determination expires on September 5, 2021, unless extended, revised or terminated. Additionally, this determination does not cover the construction of the station building north of Runway 8-26; the FAA recommended refiling a notice for this construction closer to the start of construction. Coordination with airport authorities and the FAA to limit airport operations in and near construction zones and define safety procedures would reduce the risk of incident occurring because of construction activity interfering with airport operations.

3.11-B.6 References

Burbank-Glendale-Pasadena-Airport Authority. No date. <https://hollywoodburbankairport.com/about/airport-facts/> (accessed 2019).

Federal Aviation Administration (FAA). 2020. NRA Form 7460 Determination. Received March 05, 2020.

Los Angeles County Airport Land Use Commission. 2004. *Los Angeles County Airport Land Use Plan*. December 1, 2004.

National Oceanic and Atmospheric Administration. No date. www.ngs.noaa.gov/AERO/3dfar77.html (accessed July 2019).

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