



News Release

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FAA NOTIFIES AIRPORT AUTHORITY THAT PART 161 STUDY IS COMPLETE – REVIEW PROCESS FOR CURFEW APPLICATION TO MOVE FORWARD, PENDING MINOR CHANGES IN ENVIRONMENTAL ANALYSIS

*Bob Hope Airport Part 161 Study Becomes First Application
for Airport Access Restriction under Part 161 Deemed Complete by FAA
Since Passage of Airport Noise and Capacity Act of 1990*

BURBANK, Calif., March 6, 2009 – The Burbank-Glendale-Pasadena Airport Authority has received notice from the Federal Aviation Administration Acting Associate Administrator for Airports, Catherine Lang, in a March 5, 2009 letter that the Authority’s Part 161 Study and Application for a Proposed Curfew at Bob Hope Airport “meets the requirements for a complete application...except for one element of the environmental analysis.” Lang requested supplemental information within 30 days.

Airport Authority President Bill Wiggins welcomed news of the FAA’s findings and said that the Authority will respond promptly.

“The Authority will certainly provide the requested information within the 30-day time frame set forth by the FAA so we can continue to pursue the curfew. We have spent over eight years and \$6.5 million attempting to do what no other airport in the country has been able to do

(more)

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in the past 18 years – complete a Part 161 Study. We intend to see the process through,” Wiggins said.

“We know the biggest challenge is still in front of us,” Wiggins added. “The regulations in Part 161 established very difficult requirements before a new restriction can be put into effect, and the FAA is the sole judge of whether we have met them. We believe our Part 161 Study shows that a curfew at Bob Hope Airport produces more benefits than costs, and the study also shows that the national aviation system will function efficiently if the curfew is implemented.”

The technical corrections requested by the FAA include adjustment of two tables listing forecast aircraft operations at Ontario International Airport and reconciling variances in estimated operations of Bombardier Dash 6 and Dash 8 turboprop aircraft in noise modeling computations. Neither correction is expected to affect the overall analysis of noise impacts contained in the report, according to Jacobs Consultancy, the firm that prepared the study.

After the FAA receives the supplemental information that finalizes the study, the FAA will begin a more substantive 180-day review of the application leading to its final decision.

The FAA’s letter and extensive information on the Authority’s Part 161 Study are available online at www.bobhopeairport.com.