

VOLUME 2

FAR PART 161 APPLICATION FOR A PROPOSED CURFEW
Bob Hope Airport

Submitted by
Burbank-Glendale-Pasadena Airport Authority
Burbank, California

Prepared by
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in association with
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February 2009



Appendix F

DOCUMENTATION OF PUBLIC COMMENT OPPORTUNITIES

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Appendix F

DOCUMENTATION OF PUBLIC COMMENT OPPORTUNITIES

This appendix includes documentation of opportunities for public comment throughout the Bob Hope Airport Part 161 Study process. The documentation includes materials related to the public listening sessions held in August 2000, public briefings held in May 2002, the public information workshop held in April 2008, the public hearing in May 2008, and comments received on the Part 161 study process and the Draft FAR Part 161 Application.

F.1 PHASE 1 AND 2 COMMENT OPPORTUNITIES

Public comment opportunities afforded during Phases 1 and 2 are described in this section. The FAR Part 161 Study was undertaken in multiple phases. Phase 1 of the study began in 2000 with the work focused on defining the restrictive alternatives to be evaluated in the study. This phase included a concerted public outreach effort. Phase 2 began in 2001 and included the development of aviation activity forecasts, baseline noise modeling, and the initial parts of the benefit-cost analysis. Phase 2 concluded in late 2003.

F.1.1 Letters to the Public

A number of public listening sessions were held in August 2000 to get input from the public on their noise concerns and their priorities in terms of noise reduction at the Airport. In addition to advertising these meetings, invitation letters were mailed to government officials and local residents. The letters are provided in this document as follows:

- 1) To Elected Officials
- 2) To General Public
- 3) To Other Parties
- 4) To Residents

F.1.2 Mailing Lists

The mailing lists for the Letters to the Public is provided in the following order:

- 1) Elected Officials
- 2) General Public
- 3) Other Parties
- 4) Residents

F.1.3 Summaries of Listening Sessions and Public Meetings

The Airport hosted five Listening Sessions in order to explain the Part 161 study and provide an opportunity for those in attendance to state their concerns. The results of those sessions are provided in the following order:

- 1) Listening Session 1 – August 21, 2000
- 2) Listening Session 2 – August 22, 2000
- 3) Listening Session 3 – August 22, 2000
- 4) Listening Session 4 – August 23, 2000
- 5) Listening Session 5 – August 24, 2000

In May 2002, four public briefings were given on the revised aviation activity forecasts and the alternatives that were expected to be studied in the Part 161 process. The original forecasts were released in June 2001. They were revised following the events of September 11. Materials presented at the May 2002 briefings were posted on the project website for public review.

F.1.4 Summary of Public Comments Received Through May 2002

A comment docket was established for logging all written correspondence received on the study. Comments were received at both the public meetings, through the mail, and posted on the project website. The comments have been categorized according to content and source. The comments were then organized into thirteen categories to show the distribution of the comments received according to content.

F.2 PHASE 3 COMMENT OPPORTUNITIES

Phase 3 of the Part 161 Study began in mid-2006 and continued through early 2008. During this phase, noise modeling was updated and the Official Draft Part 161 Application was produced and circulated for public review and comment. This section describes the public comment opportunities provided the public during Phase 3.

F.2.1 Release of Draft Part 161 Application and Official Comment Period

The Airport Authority released the Draft FAR Part 161 Application to the public on March 31, 2008. The document was available for download from the Airport Authority's website. Hard copies were available for public review at 18 locations, including local government offices and public libraries.

The official comment period was opened on March 31 and was originally to be closed on May 14, 2008. The comment period was extended for an additional 30 days and closed on June 13, 2008.

F.2.2 Public Information Workshop on Draft Part 161 Application

The Airport Authority held a public information workshop April 14, 2008 to afford interested people an opportunity to ask questions about and to testify on the Draft Application. A copy of the transcript of comments made at the workshop is in this Appendix.

F.2.3 Airport Authority Public Hearing

The Airport Authority held a public hearing on the Draft Part 161 Application on May 12, 2008 at the Burbank Marriott Hotel.

F.2.4 Summary of Written Comments Received During Official Comment Period

The Airport Authority established a docket of written comments on the FAR Part 161 Study in 2000. A formal comment period on the Official Draft FAR Part 161 Application was open for a 75-day period from March 31 through June 13, 2008, on which date the docket was closed. A report summarizing the comments is in this Appendix. Copies of all written comments have been forwarded to the FAA for Review.

Among the comments there are seven particularly pervasive and significant topics. Each of those topics is presented below along with a response to the topic. These issues have also been addressed, to some degree, in the final Application. Copies of the written comments from the FAA, City of Los Angeles, City of Burbank and NBAA are included as exhibits to this Appendix.

Comment 1: A full mandatory nighttime curfew fails to meet the second statutory condition (that the proposed restriction does not create undue burden on interstate and foreign commerce) for approval as the FAA believes there is no actual nighttime noise problem at the Airport.

Authority Response 1: There is an existing noise problem at the Bob Hope Airport as the existence of incompatible land within the 65 CNEL contour of any airport in California renders that Airport a Noise Problem Airport, as a matter of law, under 21 California Code of Regulations Section 5020. In an effort to eliminate the incompatible land within that contour, the Airport Authority, with significant financial support from the federal government, has spent tens of millions of dollars in an acoustical treatment program. The key conclusion of this final Application is that the imposition of a full mandatory nighttime curfew at the Airport is a cheaper and quicker than the ongoing acoustical treatment program to address the projected growth in nighttime noise at the Airport. That is the benefit cost analysis — the crucial component of a Part 161 Application — which is determinative here. It shows that the proposed curfew (an abatement measure) is reasonable and non-

arbitrary at this Airport since it is cheaper, faster and provides greater relief than the mitigation measure (acoustical treatment) to residents near the Bob Hope Airport.

Comment 2: A full mandatory nighttime curfew should be rejected as it will only shift flights and thus noise to the Van Nuys Airport.

Authority Response 2: While the Airport Authority cannot dictate what other airports specific aircraft will frequent, implementation of a full curfew at the Bob Hope Airport is projected to result in a number of flights shifting operations from Bob Hope Airport to other airports in the region. It should be noted, however, that no airline operations are projected to shift. Rather, the shift involved a limited number of private jets and air cargo operations moving to Van Nuys, LA/Ontario, LAX, Whiteman, Long Beach, and Camarillo during the curfew hours, 10 p.m. to 7 a.m. The most significant likely shifts are:

- 3 jet operations a night by 2015 to LAX (basically UPS and FedEx would move some nighttime operations)
- 1 nighttime jet operation (and 12 turboprep operations) by 2015 to LA/Ontario.
- 11 nighttime jet operations (and 5 turboprep operations) by 2015 to Van Nuys Airport.

As none of these flights involve commercial passenger air carriers, the issue becomes, what trade-off is acceptable between nighttime noise relief for residents versus the freedom of a relative handful of wealthy individual on private jets flying late at nights for their personal convenience and a limited number of cargo operations. That is why under Part 161 criteria, the mere shifts in operations are not a basis for denying the Application if the benefits of a shift exceeds the costs. Since the proposed curfew at the Bob Hope Airport reduces far more noise over far more residents and their homes than it will cause, it still satisfies the requirement of Part 161. It should be noted that even putting aside the citizens of the Cities of Burbank, Glendale and Pasadena, far more residents of the City of Los Angeles benefit from a curfew at the Bob Hope Airport than would be impacted by additional flight at Van Nuys, LAX and/or LA/Ontario. Finally, it should be noted that while the Airport Authority lacks the legal ability to impose a similar curfew at Van Nuys, it supports the imposition of a full nighttime curfew at the Van Nuys Airport to mirror any curfew approved by the FAA for the Bob Hope Airport.

Comment 3: A full mandatory nighttime curfew fails to meet the first statutory condition(that the proposed restriction is reasonable, non-arbitrary, and non-discriminatory) for approval under FAR Part 161, Subpart D, since such a curfew is discriminatory in that it applies to so-called quieter aircraft that do not contribute in a meaningful way to nighttime noise at the Bob Hope Airport.

Authority Response 3: As the proposed curfew would apply uniformly to all airport users it would not be discriminatory. Indeed the existence of similar curfews, which pre-date ANCA, in Southern California establishes this fact as a ban on unjust discrimination is included in the grant assurances required by the FAA of three airports. While the FAA stated in its June 12th comments that “it is incorrect to state that since some unchallenged pre-existing restriction have been allowed to stand, there is no reason to believe the proposed curfew violates any a grant assurance as other provision of federal law,” the FAA statement cannot withstand scrutiny. Simply put, curfews impacting “quieter aircraft” have been allowed to stand at an airport throughout Southern California by the FAA for over a decade.

Comment 4: The imposition of a curfew at the Bob Hope Airport would conflict with other federal law.

Authority Response 4: As explained in response number Comment 3 above, the proposed mandatory curfew cannot conflict with federal law as mandatory nighttime curfews currently exist at:

- John Wayne – Orange County Airport;
- San Diego International Airport;
- Santa Monica Airport;
- Van Nuys Airport; and
- Long Beach Airport.

Again, although the FAA comment in its June 12, 2008 letter stated that since the FAA has not officially opined as to these restrictions for “issues not related to ANCA (whether it is unjustly discussing, for example) it cannot be said that they do not violate federal law,” the FAA statement is legally untenable. A number of the above restrictions have been in effect for more than a decade. The FAA cannot take the position now that the proposed curfew violates federal laws separate from ANCA, unless the FAA intends to strike down the other restrictions in Southern California as similar violations of grant assurances.

Indeed, twice this decade, after the enactment of both ANCA and Part 161, the FAA has allowed elements of settlement agreements involving significant restrictions at Southern California airports in connection with improvements at those airports. Specifically, in 2002, the FAA allowed an amended settlement agreement at the John Wayne Airport in Orange County and, in 2005, the FAA allowed elements of a settlement agreement involving a reduction in the number of gates at Los Angeles International Airport in Los Angeles County in connection with the LAX Master Plan. Clearly, the imposition of restrictions connected with preserving future capacity at airports in Southern California does not violate Federal law. Neither will a curfew at the Bob Hope Airport violate Federal law. With the proposed restrictions, the Airport Authority seeks only protections similar to those protections already in place at other Southern California airports.

Furthermore, the proposed mandatory curfew does not conflict with either the Equal Protection Clause or the Commerce Clause of the Constitution. Regarding the Equal Protection Clause, the curfew makes a distinction between daytime and nighttime operations that bears a reasonable relationship to a legitimate public purpose – the elimination of harmful nighttime noise. Given the longstanding demands for a curfew and the high nighttime noise exposure levels, the curfew is a reasonable way to address this issue. Regarding the Commerce Clause, the curfew does not discriminate between intrastate and interstate travel, and therefore would violate the Commerce Clause only if the asserted benefits of the curfew were illusory or if the curfew demonstrated impermissibly favoritism of in-state over out-of-state industry. The benefits set forth in the Application, as shown in the benefit cost analysis, are clearly not illusory, and as the curfew applies equally to all nighttime operations there is no favoritism.

Comment 5: The forecasts underlying the Application’s benefits cost analysis is inaccurate as it fails to take into account both the increase in jet fuel costs earlier this year and proposed nighttime restrictions at other regional airports.

Authority Response 5: Any forecast involves a matter of judgment based on known facts at the time the forecast was prepared. The forecasts used in the Application largely track the FAA’s own forecasts and the historical growth rates at the Airport. Diverging from these forecasts either because of fuel prices or possible future restrictions at other airports would be speculation at best. For example, following the FAA and City of Los Angeles’ comment that the draft forecasts were inaccurate because they failed to account for a rise in jet fuel prices earlier this year, jet fuel prices fell by almost 50%. Likewise, attempting to build into forecast future restrictions at other airports is also speculative at best as evidenced by the FAA’s June 12th comment letter which indicated that existing curfews at a number of Southern California Airport may violate grant assurance (or at least the FAA has not yet opined that they do not violate grant assurances). Indeed, the impossibility of predicting the enforceability of future restrictions at other airports is only further underscored by the FAA’s recent guidance letter to the City of Los Angeles regarding proposed restrictions at the Van Nuys Airport which indicates they may violate federal law and may not be enforceable. A copy of the FAA letter is attached at Appendix H.

Comment 6: A full mandatory nighttime curfew at the Airport would cause considerable cumulative impacts throughout the national aviation system.

Authority Response 6: The current facts simply do not support this comment. Airline operations are not expected to be significantly impacted by the curfew as the airlines already largely comply with the existing voluntary curfew at the Bob Hope Airport. The real impact of the curfew will be on air cargo and general aviation aircraft which have other options for landing and departing in the Los Angeles region. It is projected that only a small number of these operations will shift to other airports and some relocation of operations is a possible consequence of any access restriction

contemplated by Part 161 – that is, any restrictions that satisfies the requirements of Part 161 will likely involve some shifting in operations. The study undertaken for this Application shows that the costs of such relocation are less than the benefits of the proposed curfew. Finally, as noted in the Application and above, the Airport Authority will not make the decisions about how particular operations are shifted to particular airports – all decisions about where to shift operations will be made by the operators.

Comment 7: The Airport Authority should prepare an environmental impact report, pursuant to the California Environmental Quality Act (“CEQA”), prior to submitting the final Application for FAA review.

Authority Response 7: Before the Airport Authority can take action to approve a project related to imposing mandatory nighttime curfew, the FAA must inform the Airport Authority whether and to what extent it has approved any new restrictions on aircraft operations at the Bob Hope Airport. Since the FAA has considerable discretion to approve a restriction or, part of a restriction, or, no restriction, and the FAA review period can run up to 180 days, it is premature to conduct any analysis under the CEQA. Simply put, it is unclear what restrictions, if any, the FAA will approve. The Airport Authority has made clear that it will comply with CEQA prior to attempts to enact any curfew at the Airport.

Moreover, in closing, it should be noted that it appears that some opponents of a mandatory curfew at the Bob Hope Airport may be attempting to focus the process which has gone on for almost 6 years into a series of procedural delays.

**ANNOUNCEMENTS OF
AUGUST 2000 LISTENING SESSIONS
AND MAY 2002 FORECAST BRIEFINGS**



News Release

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
2627 Hollywood Way, Burbank, California 91505
(818) 840-8840 Fax (818) 848-1173
WWW.BURBANKAIRPORT.COM

CONTACT: VICTOR J. GILL

FOR IMMEDIATE RELEASE

TELEPHONE: (818) 840-8840

AUTHORITY UNVEILS PART 161 STUDY ACTION PLAN

*Public Input and Frequent Public Information Updates Are
Top Priorities as Authority Attempts to Win Nighttime Restrictions on Flights*

*Website to Offer Increased Background Information
and Additional Means for Public Comment*

BURBANK, Calif., July 24, 2000 — The Burbank-Glendale-Pasadena Airport Authority Part 161 Study – the federal process the airport must follow to apply for a nighttime curfew – went into high gear today as consultants presented the Authority with a detailed plan for the study's conduct over the next 18 months that features frequent opportunities for public input throughout the process.

“It is clear to the Authority that nighttime aircraft noise is an overriding issue to residents who live under arrival and departure flight paths, and this study process is the one way open to us under federal law to secure hard and fast restrictions such as a curfew,” said Airport Authority President Carl Meseck.

“We encourage the public as well as the users of the airport to follow the study closely

(more)



BURBANK AIRPORT NOISE STUDY
2-2-2-2

and get involved. We feel that the thoroughness of the participation by all interests can and will have an impact on the FAA's willingness to consider our case," he added.

A key period in the study action plan will take place over the next two months as the Authority staff begins an extensive public outreach program to collect opinions and ideas about what should be done to combat noise. Comments received will be considered as the Authority finalizes the precise aircraft noise restrictions it will propose to the Federal Aviation Administration.

The outreach program will include a series of four public listening sessions in August at locations throughout the San Fernando Valley designed to provide a forum for the public to present observations and suggestions for inclusion in the current Part 161 Study as well as future studies. The meetings will be publicized by advertisement and extensive mailings to residents groups, business groups, public officials, local governments, aviation users and other stakeholders.

In order to assure a study process that is as fast as possible, the current effort will have the focused goal of eliminating or significantly reducing nighttime flight noise now and in the future. The FAA has committed to expedite the consideration of the Authority's proposed rules to achieve that end. Issues beyond the scope of nighttime noise may be deferred for subsequent Part 161 studies.

Mono
[Signature]

BURBANK AIRPORT NOISE STUDY
3-3-3-3

There will also be in-depth consultations with the various public and aviation user groups to aid in the analysis of any proposed restrictions that is required by federal regulations.

A major addition to the noise study process will be a new website, www.burbankpart161.org, which will provide ongoing information about the study as it is compiled. Due to be online within two weeks, the website will offer a meeting calendar as well as complete background information about Part 161 of the Federal Aviation Regulations and the required elements of the study. Visitors will be able to access all documents submitted to the public docket over the life of the study and submit comments of any length at any time.

It is a requirement of the Airport Noise and Capacity Act of 1990 that any airport desiring to adopt new noise rules that would restrict operations of Stage 3 aircraft (the newest generation of airline jets) must first perform a study weighing any noise benefits against any negative impacts on air commerce posed by the restrictions. Once the study is complete, the FAA is the final arbiter of whether the new rules will be allowed or not.

The Burbank Airport Part 161 Study will be the first in the nation to pursue a mandatory curfew on Stage 3 jets. Burbank was the first airport in the nation to acquire an all-Stage 3 airline fleet in 1987, three years before Congress adopted the Airport Noise and Capacity Act and 13 years before all airports in the country reached all-Stage 3 status.

The Authority hopes to submit its Part 161 Study to the FAA by September 2001 and expects an FAA decision by early 2002. The complete study is expected to cost \$3 million to \$4 million.

LETTER TO ELECTED OFFICIALS ANNOUNCING LISTENING SESSIONS

July 31, 2000

«Signatory» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «State» «PostalCode»

Re: Meeting Notice – Burbank-Glendale-Pasadena Airport Part 161 Study

Dear «Signatory» «LastName»:

For some time, the Burbank-Glendale-Pasadena Airport Authority has been evaluating ways to reduce noise impacts on the surrounding community. Consistent with this goal, the Airport Authority has initiated a study to analyze the imposition of a mandatory curfew to reduce nighttime noise impacts. This study is being undertaken in compliance with Part 161 of the Federal Aviation Regulations. The Part 161 Study, which involves a detailed noise analysis and economic cost-benefit analysis, is required by Federal law before the Airport Authority can enact a curfew at the Airport.

The Airport Authority's goal for the proposed restriction is: *To eliminate or significantly reduce nighttime aircraft flight noise.* The Authority is proposing a curfew on all aircraft takeoffs and landings after 10:00 p.m. and before 7:00 a.m., with a few special exceptions. This proposed restriction is the subject of the Part 161 Study.

The Airport Authority has developed plans for an extensive public outreach and information program for this study. This will begin with five public listening sessions on August 21, 22, 23 and 24, in different neighborhoods around the Airport. The meeting times and locations are listed below:

- | | | |
|----|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| 1. | Monday, August 21, 2000
6:30 to 9:00 p.m. | Hilton Burbank Airport, 2500 Hollywood Way,
Burbank, CA. (818) 843-6000
(parking will be validated) |
| 2. | Tuesday, August 22, 2000
2:00 to 4:30 p.m. | Glenwood Elementary School – Auditorium
8001 Ledge Ave., Sun Valley, CA. (818) 767-6406
(free parking) |
| 3. | Tuesday, August 22, 2000
6:30 to 9:00 p.m. | Beverly Garland's Holiday Inn, 4222 Vineland Ave.,
North Hollywood, CA. (818) 980-8000
(free parking) |

«Signatory» «FirstName» «LastName»

July 31, 2000

Page Two

4. Wednesday, August 23, 2000 Radisson Valley Center Hotel, 15433 Ventura Blvd.,
6:30 to 9:00 p.m. Sherman Oaks, CA. (818) 981-5400
(parking will be validated)
5. Thursday, August 24, 2000 Hilton Glendale, 100 West Glenoaks Blvd.,
4:00 to 8:00 p.m. Glendale, CA. (818) 956-5466
(parking will be validated)

These meetings are intended primarily to give local residents, businesses, airport users, and government officials the opportunity to express their views about the proposed curfew. Each meeting will begin with a brief presentation explaining the Part 161 Study process and the proposed nighttime curfew. The rest of the meeting will be open to the public to make comments and ask questions.

The Airport Authority and its technical consultants will consider the comments and questions raised at the listening sessions in structuring the technical analysis that will follow, including the consideration of alternatives to the proposed restriction.

In the winter of 2000 and spring of 2001, we will hold Public Information Meetings to explain the progress on the study, the initial findings of the technical analyses, and to offer the public a chance to comment. We will inform you of those meetings as they are scheduled. We are also establishing a special website where we will post information about the study and technical findings as they are produced. A formal public hearing will be held near the end of the process to provide an opportunity for final public comment on the completed study.

As an elected official representing communities around the Airport, it would be helpful if you could also identify any individuals or neighborhood organizations that you would like to see added to our mailing list for future meeting notices and participation in our study.

Please feel free to contact me at any time if you have any questions or concerns as the study continues.

Sincerely,



Randall D. Berg, A.A.E.
Director, Environmental and Safety Programs

RDB:bjm

LETTER TO GENERAL PUBLIC ANNOUNCING LISTENING SESSIONS

July 31, 2000

«Signatory» «FirstName» «LastName»
«Company»
«Address1»
«Address2»
«City» «State» «PostalCode»

Re: Meeting Notice – Burbank-Glendale-Pasadena Airport Part 161 Study

Dear «Signatory» «FirstName»:

For some time, the Burbank-Glendale-Pasadena Airport Authority has been evaluating ways to reduce noise impacts on the surrounding community. Consistent with this goal, the Airport Authority has initiated a study to analyze the imposition of a mandatory curfew to reduce nighttime noise impacts. This study is being undertaken in compliance with Part 161 of the Federal Aviation Regulations. The Part 161 Study, which involves a detailed noise analysis and economic cost-benefit analysis, is required by Federal law before the Airport Authority can enact a curfew at the Airport.

The Airport Authority's goal for the proposed restriction is: *To eliminate or significantly reduce nighttime aircraft flight noise.* The Authority is proposing a curfew on all aircraft takeoffs and landings after 10:00 p.m. and before 7:00 a.m., with a few special exceptions. This proposed restriction is the subject of the Part 161 Study.

The Airport Authority has developed plans for an extensive public outreach and information program for this study. This will begin with five public listening sessions on August 21, 22, 23, and 24 in different neighborhoods around the Airport. The meeting times and locations are listed below:

- | | |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 6. Monday, August 21, 2000
6:30 to 9:00 p.m. | Hilton Burbank Airport, 2500 Hollywood Way,
Burbank, CA. (818) 843-6000

(parking will be validated) |
| 7. Tuesday, August 22, 2000
2:00 to 4:30 p.m. | Glenwood Elementary School – Auditorium
8001 Ledge Ave., Sun Valley, CA.
(818) 767-6406

(free parking) |
| 8. Tuesday, August 22, 2000
6:30 to 9:00 p.m. | Beverly Garland's Holiday Inn, 4222 Vineland Ave.,
North Hollywood, CA. (818) 980-8000

(free parking) |

«Signatory» «FirstName» «LastName»

July 31, 2000

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These meetings are intended primarily to give local residents, businesses, airport users, and government officials the opportunity to express their views about the proposed curfew. Each meeting will begin with a brief presentation explaining the Part 161 Study process and the proposed nighttime curfew. The rest of the meeting will be open to the public to make comments and ask questions.

The Airport Authority and its technical consultants will consider the comments and questions raised at the listening sessions in structuring the technical analysis that will follow, including the consideration of alternatives to the proposed restriction.

In the winter of 2000 and spring of 2001, we will hold Public Information Meetings to explain the progress on the study, the initial findings of the technical analyses, and to offer the public a chance to comment. We will inform you of those meetings as they are scheduled. We are also establishing a special website where we will post information about the study and technical findings as they are produced. A formal public hearing will be held near the end of the process to provide an opportunity for final public comment on the completed study.

Be sure to let me know if you would like anyone else in your organization added to our mailing list for future meeting notices and participation in our study.

Please feel free to contact me at any time if you have any questions or concerns as the study continues.

Sincerely,

Randall D. Berg, A.A.E.
Director, Environmental and Safety Programs

RDB:bjm

LETTER TO OTHER PARTIES ANNOUNCING LISTENING SESSIONS

July 31, 2000

«Signatory» «FirstName» «LastName»
«Company»
«Address1»
«Address2»
«City» «State» «PostalCode»

Re: Meeting Notice – Burbank-Glendale-Pasadena Airport Part 161 Study

Dear «Signatory» «FirstName»:

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The Airport Authority's goal for the proposed restriction is: *To eliminate or significantly reduce nighttime aircraft flight noise.* The Authority is proposing a curfew on all aircraft takeoffs and landings after 10:00 p.m. and before 7:00 a.m., with a few special exceptions. This proposed restriction is the subject of the Part 161 Study.

The Airport Authority has developed plans for an extensive public outreach and information program for this study. This will begin with five public listening sessions on August 21, 22, 23, and 24 in different neighborhoods around the Airport. The meeting times and locations are listed below:

- | | |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 11. Monday, August 21, 2000
6:30 to 9:00 p.m. | Hilton Burbank Airport, 2500 Hollywood Way,
Burbank, CA. (818) 843-6000

(parking will be validated) |
| 12. Tuesday, August 22, 2000
2:00 to 4:30 p.m. | Glenwood Elementary School – Auditorium
8001 Ledge Ave., Sun Valley, CA.
(818) 767-6406

(free parking) |
| 13. Tuesday, August 22, 2000
6:30 to 9:00 p.m. | Beverly Garland's Holiday Inn, 4222 Vineland Ave.,
North Hollywood, CA. (818) 980-8000

(free parking) |

«Signatory» «FirstName» «LastName»

July 31, 2000

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14. Wednesday, August 23, 2000 Radisson Valley Center Hotel, 15433 Ventura Blvd.,
6:30 to 9:00 p.m. Sherman Oaks, CA. (818) 981-5400
(parking will be validated)
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(parking will be validated)

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Be sure to let me know if you would like anyone else in your organization added to our mailing list for future meeting notices and participation in our study.

Please feel free to contact me at any time if you have any questions or concerns as the study continues.

Sincerely,

Randall D. Berg, A.A.E.
Director, Environmental and Safety Programs

RDB:bjm

LETTER TO RESIDENTS ANNOUNCING LISTENING SESSIONS

July 31, 2000

«Signatory» «FirstName» «LastName»
«Company»
«Address1»
«Address2»
«City» «State» «PostalCode»

Re: Meeting Notice – Burbank-Glendale-Pasadena Airport Part 161 Study

Dear «Signatory» «LastName»:

For some time, the Burbank-Glendale-Pasadena Airport Authority has been evaluating ways to reduce noise impacts on the surrounding community. Consistent with this goal, the Airport Authority has initiated a study to analyze the imposition of a mandatory curfew to reduce nighttime noise impacts. This study is being undertaken in compliance with Part 161 of the Federal Aviation Regulations. The Part 161 Study, which involves a detailed noise analysis and economic cost-benefit analysis, is required by Federal law before the Airport Authority can enact a curfew at the Airport.

The Airport Authority's goal for the proposed restriction is: *To eliminate or significantly reduce nighttime aircraft flight noise.* The Authority is proposing a curfew on all aircraft takeoffs and landings after 10:00 p.m. and before 7:00 a.m., with a few special exceptions. This proposed restriction is the subject of the Part 161 Study.

The Airport Authority has developed plans for an extensive public outreach and information program for this study. This will begin with five public listening sessions on August 21, 22, 23, and 24, in different neighborhoods around the Airport. The meeting times and locations are listed below:

- | | |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 16. Monday, August 21, 2000
6:30 to 9:00 p.m. | Hilton Burbank Airport, 2500 Hollywood Way,
Burbank, CA. (818) 843-6000

(parking will be validated) |
| 17. Tuesday, August 22, 2000
2:00 to 4:30 p.m. | Glenwood Elementary School – Auditorium
8001 Ledge Ave., Sun Valley, CA.
(818) 767-6406

(free parking) |
| 18. Tuesday, August 22, 2000
6:30 to 9:00 p.m. | Beverly Garland's Holiday Inn, 4222 Vineland Ave.,
North Hollywood, CA. (818) 980-8000

(free parking) |

«Signatory» «FirstName» «LastName»

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19. Wednesday, August 23, 2000 Radisson Valley Center Hotel, 15433 Ventura Blvd.,
6:30 to 9:00 p.m. Sherman Oaks, CA. (818) 981-5400
(parking will be validated)
20. Thursday, August 24, 2000 Hilton Glendale, 100 West Glenoaks Blvd.,
4:00 to 8:00 p.m. Glendale, CA. (818) 956-5466
(parking will be validated)

These meetings are intended primarily to give local residents, businesses, airport users, and government officials the opportunity to express their views about the proposed curfew. Each meeting will begin with a brief presentation explaining the Part 161 Study process and the proposed nighttime curfew. The rest of the meeting will be open to the public to make comments and ask questions.

The Airport Authority and its technical consultants will consider the comments and questions raised at the listening sessions in structuring the technical analysis that will follow, including the consideration of alternatives to the proposed restriction.

In the winter of 2000 and spring of 2001, we will hold Public Information Meetings to explain the progress on the study, the initial findings of the technical analyses, and to offer the public a chance to comment. We will inform you of those meetings as they are scheduled. We are also establishing a special website where we will post information about the study and technical findings as they are produced. A formal public hearing will be held near the end of the process to provide an opportunity for final public comment on the completed study.

Please feel free to contact me at any time if you have any questions or concerns as the study continues.

Sincerely,



Randall D. Berg, A.A.E.
Director, Environmental and Safety Programs

RDB:jbm

MAILING LISTS

MAILING LISTS

Signatory	First Name	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
The Honorable	Richard	Alarcón	Senator, 20th District	California State Senate	6150 Van Nuys Boulevard,	Suite 400	Van Nuys,	CA	91401
Mr.	Michael D.	Antonovich	Supervisor Fifth District	County of Los Angeles	869 Kenneth Hahn Hall of Administration		Los Angeles,	CA	90012
The Honorable	Howard L.	Berman	Congressman, 26th District	U.S. House of Representatives	10200 Sepulveda Boulevard,	Suite 130	Mission Hills,	CA	91345
Mr.	Hal	Bernson	Councilmember, District 12	City of Los Angeles	200 North Main Street	Room 319	Los Angeles,	CA	90012
Ms.	Yvonne Brathwaite	Burke	Supervisor, Second District	County of Los Angeles	866 Kenneth Hahn Hall of Administration	500 West Temple Street	Los Angeles,	CA	90012
The Honorable	Tony	Cardenas	Assembly Member, 39th District	California State Assembly	9140 Van Nuys		Panorama City,	CA	91402
Ms.	Laura	Chick	Councilmember, District 3	City of Los Angeles	200 North Main Street	Room 415	Los Angeles,	CA	90012
Mr.	John	Ferraro	Councilmember, District 4	City of Los Angeles	200 North Main Street		Los Angeles,	CA	90012
Mr.	Michael	Feuer	Councilman, District 5	City of Los Angeles	200 North Main Street	Room 309	Los Angeles,	CA	90012
Ms.	Ruth	Galanter	Councilmember, District 6	City of Los Angeles	200 North Main Street	Room 515	Los Angeles,	CA	90012
Ms.	Jackie	Goldberg	Councilmember, District 13	City of Los Angeles	200 North Main Street	Room 408	Los Angeles,	CA	90012
The Honorable	Tom	Hayden	Senator, 23rd District	California State Senate	10951 West Pico Boulevard,	Suite 202	Los Angeles,	CA	90064
Mr.	Mike	Hernandez	Councilmember, District 1	City of Los Angeles	200 North Main Street	Room 413	Los Angeles,	CA	90012
The Honorable	Robert M.	Hertzberg	Assembly Member, 40th District	California State Assembly	6150 Van Nuys Boulevard,	Suite 305	Van Nuys,	CA	91405
Mr.	Nate	Holden	Councilmember, District 10	City of Los Angeles	200 North Main Street	Room 403	Los Angeles,	CA	90012
Mr.	Don	Knabe	Supervisor 4th District	County of Los Angeles	822 Kenneth Hahn Hall of Administration	500 West Temple Street	Los Angeles,	CA	90012
The Honorable	Wally	Knox	Assembly Member, 42nd District	California State Assembly	5757 Wilshire Boulevard,	Suite 645	Los Angeles,	CA	90036
The Honorable	Sheila James	Kuehl	Assembly Member, 41st District	California State Assembly	16130 Ventura Boulevard,	Suite 230	Encino,	CA	91436
The Honorable	Tom	McClintock	Assembly Member, 38th District	California State Assembly	10727 White Oak Avenue,	Suite 124	Granada Hills,	CA	91344

Signatory	First Name	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
The Honorable	Howard P.	McKeon	Congressman, 25th District	U.S. House of Representatives	23929 West Valencia Boulevard,	Suite 410	Santa Clarita,	CA	91351
Ms.	Cindy	Miscikowski	Councilwoman, District 11	City of Los Angeles	200 North Main Street	Room 407	Los Angeles,	CA	90012
Ms.	Gloria	Molina	Chair Supervisor, First District	County of Los Angeles	856 Kenneth Hahn Hall of Administration	500 West Temple Street	Los Angeles,	CA	90012
Mr.	Nick	Pacheco	Councilmember, District 14	City of Los Angeles	200 North Main Street	Room 504	Los Angeles,	CA	90012
Mr.	Alex	Padilla	Councilmember, District 7	City of Los Angeles	200 North Main Street	Room 312	Los Angeles,	CA	90012
Mayor	Richard J.	Riordan		City of Los Angeles	City Hall Office	200 North Main Street, Room 413	Los Angeles,	CA	90012
The Honorable	Brad	Sherman	Congressman, 24th District	U.S. House of Representatives	21031 Ventura Boulevard		Woodland Hills,	CA	91364
Mr.	James.	Starberd	City Manager	City of Glendale	613 East Broadway,	Suite 200	Glendale,	CA	91206
Mr.	Rudy	Svorinich, Jr.	Assistant President Pro Tempore and Councilmember, District 15	City of Los Angeles	200 North Main Street	Room 507	Los Angeles,	CA	90012
Mr.	Mark Ridley-	Thomas	Councilman, District 8	City of Los Angeles	200 North Main Street	Room 501	Los Angeles,	CA	90012
Mr.	Joel	Wachs	Councilmember, District 2	City of Los Angeles	200 North Main Street	Room 402	Los Angeles,	CA	90012
Ms.	Rita	Walters	Councilmember, District 9	City of Los Angeles	200 North Main Street	Room 508	Los Angeles,	CA	90012
The Honorable	Henry A.	Waxman	Congressman, 29th District	U.S. House of Representatives	8436 West Third Street	Suite 600	Los Angeles,	CA	90048
The Honorable	Cathie	Wright	Senator, 19th District	California State Senate	2345 Erringer Road, Suite	Suite 212	Simi Valley,	CA	93065
Mr.	Zev	Yaroslavsky	Supervisor, Third District	County of Los Angeles	Kenneth Hahn Hall of Administration	500 West Temple Street, Room 821	Los Angeles,	CA	90012

Signatory	First Name	Last Name	Company	Address1	Address2	City	State	Postal Code
Mr.	Jay	Adams		1041 California Street		Burbank,	CA	91505
Mr.	Jamie	Allen		11758 Kling Street		Valley Village,	CA	91607
Mr. & Mrs.	Howard	Alston		10033 Valley Spring Lane		Toluca Lake	CA	91602
Ms.	Deborah	Amelon		3648 Goodland Drive		Studio City	CA	91604
Mr.	William and Judy	Andersen		1444 Valley View		Glendale,	CA	91202
	James	Arone		1809 Clark Avenue		Burbank,	CA	91506-1915
	Julio C.	Asturias		7112 Nagle Avenue		North Hollywood,	CA	91605
Ms.	Susy	Ball		224 Western Avenue		Glendale,	CA	91201-2830
Mr.	Tony	Barlo		12156 La Marda Street		Valley Village,	CA	91607
	Rob & Alice	Barnett		2244 North Manning		Burbank,	CA	91505
Mr.	Neil	Bennett		8359 Dunbarton		Los Angeles,	CA	90045
Ms.	Donis	Bennett		813 North Catalina Street		Burbank,	CA	91505
Mr.	Rick	Bergstrom		11576 Hartsook		North Hollywood,	CA	91601
Mr.	Scott	Birnkrant		5649 Beck Avenue		North Hollywood,	CA	91601
Mr.	Michael	Bishop		922 North Pass		Burbank,	CA	91505
Ms.	Janet	Blazoa		1430 North Pass Avenue		Burbank,	CA	91505
Mr.	Peter	Bluda		11808 Hartsook Street		Valley Village,	CA	91607
	Larisa	Bolotsky		4908 Arcola Avenue		North Hollywood,	CA	91601
Ms.	Norma	Brendel		922 North Pass		Burbank,	CA	91505
Mr.	Jerry	Briggs		3021 Hollywell Place		Glendale,	CA	91206
Mr.	John	Burns		5003 Tilden #203			CA	91423
Ms.	Anne	Carver	Sherman Oaks Homeowners Association	P. O. Box 7876		Van Nuys,	CA	91409
Mr.	Jerry	Chavez		11758 Kling Street		Valley Village,	CA	91607
	Arthur and Eileen	Cobos		1043 North Florence		Burbank,	CA	91505
Mr.	Wayne	Cole		8933 Beverly Boulevard		Los Angeles,	CA	90048
Mr.	Anthony	Crisafulli		7317 Kraft Avenue		North Hollywood,	CA	91601
Mr.	R. C.	Czapiewski		????????????????????		North Hollywood,	CA	91602
Mr.	R.	Davis		4512 Workman Mill #214D		Whittier,	CA	90601
	Arthur and Linda	Depew		11530 Huston Street		Valley Village,	CA	91601
Ms.	Ann	Donnelly		408 Burchett Street #3		Glendale,	CA	91203
	John R. and Georgia	Drabeck		12439 Albers Street		Valley Village,	CA	91607
Mr.	Don	Dufford		P. O. Box 7339		Burbank,	CA	91510
Mr.	Richard	Duggan		607 East Providencia #H		Burbank,	CA	91501-2970
Mr.	Don	Elsmore		4401 Kling Street #7		Burbank,	CA	91505
Ms.	David and Annalisa	Englebach		11570 Hartsook Street		Valley Village,	CA	91601
Mr.	Matt	Epstein		14242 Venture Boulevard		Sun Valley,	CA	91423

Signatory	First Name	Last Name	Company	Address1	Address2	City	State	Postal Code
Mr.	Jerry	Fagin		12133 Hartsook Street		Valley Village,	CA	91607
Mr.	Michael	Feizrel		2026 North Evergreen		Burbank,	CA	91505
Ms.	Elaine	Fenel		2026 N.E. Evergreen		Burbank,	CA	91505
Mr.	R.	Foorman		3908 Carpenter Avenue		Studio City	CA	91604
Mr.	Paul	Frantz		1737 West Peyton #B		Burbank,	CA	91504
Ms.	Laurie	French		4662 Farmdale Avenue		North Hollywood,	CA	91606
Mr.	Michael	Friedman		12433 Cumpston Street		Valley Village,	CA	91607
Mr.	Joe	Garcia		23445 Glenridge Drive		Newhall,	CA	91321
	Ronald W. & Gail L.	Geisel		10106 Keswick		Sun Valley,	CA	91352-4338
	Ken and Kimberlee	Gerston		13903 Morrison Street			CA	91423
Ms.	Jean	Gillespie		11845 Hartsook Street		Valley Village,	CA	91607
Mr.	Austin	Godsey		3761 Sunswepbor		Studio City,	CA	91604-2327
Mr.	Gus	Gomez		613 East Broadway		Glendale,	CA	91206
Mr.	Jack C.	Green		3870 Carpenter Avenue		Studio City,	CA	91604
Mr.	Richard	Greene		12151 Olsego Street		Valley Village,	CA	91607
Mr. & Mrs.	John	Griffin		7301 Riverton Avenue		Sun Valley,	CA	91352
Ms.	Carole	Griffin		5339 Babcock Avenue		Valley Village,	CA	91607
	C. F.	Guthrie		2609 Buena Vista		Burbank,	CA	91504
Ms.	Fay	Haghigh		2205 North Glenoaks Boulevard		Burbank,	CA	91504
Mr.	Jack	Hardgrave		7923 Riverton Avenue		Sun Valley	CA	91352
Ms.	Alice	Hart		12236 Magnolia Boulevard		Valley Village,	CA	91602
Ms.	Joe and Mildred	Higgins		4322 Shadyglade Avenue		Studio City,	CA	91604
	Paula	Humerick		11526 Addison Street		North Hollywood,	CA	91601
	Stan & Molly	Hyman		4135 West Hood Avenue		Burbank,	CA	91505
Ms.	Karen and Colonel	Jackson		12554 Miranda Street		Valley Village,	CA	91607
Ms.	Pamelia Lillig	James		733 North Catalina Street		Burbank,	CA	91505
Mr.	Bill	Jasper		15601 Meadowgate Road		Encino,	CA	91436
Mr.	Frank	Kapen		3413 Brace Canyon Road		Burbank,	CA	91504-1656
	Parveen	Kapur		P. O. Box 556332		Los Angeles,	CA	90055-1332
Dr.	T.	Karam		10336 McCormick		North Hollywood	CA	91601-3519
	Malcolm and Mary	Keele		12046 Hesby Street		North Hollywood,	CA	91607-3116
Ms.	Janet	Kehler		4726 Beck Avenue		North Hollywood,	CA	91602
Ms.	Teresa	Kelley		6301 Cahvenga		North Hollywood,	CA	91606
Mr.	Kenny and Janet	Kemmer		4920 Gentry Avenue		Valley Village,	CA	91607
	Ingolf	Klenler		1434 North Maple		Burbank,	CA	91505-2009
Ms.	Billie	Kline		11556 Blix Street		North Hollywood,	CA	91602
	Chris and Nan	Kohler		11641 Valley Spring		Studio City,	CA	91604
Mr.	Bob	Kramer		649 Andover Drive		Burbank,	CA	91504-3928
	Marvin and Helene	Landau		4453 Haskell Avenue		Encino,	CA	91436

Signatory	First Name	Last Name	Company	Address1	Address2	City	State	Postal Code
Mr.	John	Latimer		2240 Manning Street		Burbank,	CA	91505
Ms.	Beth	Leedham		1832 Olsego Street		Valley Village,	CA	91607
	Ally	Levy		12214 Lamaida Street		Valley Village,	CA	91607
Ms.	Irma	Loose		935 North Evergreen		Burbank.	CA	91505-2714
Mr.	Ralph	Lopez		7317 Kraft Avenue		North Hollywood,	CA	91601
Mr.	Tony	Lucente		11245 Valley Spring Lane		Studio City,	CA	91602
Mr.	Richard	Magnolta		6949 Laurel Canyon Road #230		North Hollywood,	CA	91605
Mr.	Chad	Makowsky		25399 The Old Road #2-202		Stevenson Ranch	CA	91381-1615
Mr.	William	Maltoon		2901 Empire Avenue		Burbank,	CA	91504
	Chris	Mc Carlaro		11526 Addison Street		North Hollywood,	CA	91601
Mr.	Howard	McCain		17759 Hartsook Street		Valley Village,	CA	91607
Mr.	Ted	McConkey		1916 Riverside Drive		Burbank,	CA	91506
Mr.	Bert L.	McQuown		11504 LaMaioa Street		Valley Village	CA	91601
Ms.	Kathy	Miller		1124 North Hollywood Way		Burbank,	CA	91505
Mr.	Alonzo	Minard		11150 Wyandotte		Sun Valley,	CA	91352-5058
Mr.	Wayne	Minser		1434 Linda Rosa Avenue		Los Angeles,	CA	90041-2309
	David and Marcia	Morris		11746 Kling Street		Valley Village,	CA	91607-4008
Mr. & Mrs.	Donald	Mulby		18585 Calle Vista Circle		Northridge	CA	91326
Ms.	Andrea	Mullen		4943 Westpark Drive		Valley Village,	CA	91602
Ms.	Elda	Muparo		8438 Outland View Drive		Sun Valley,	CA	91352
	Alice and Francis	Newcomer		2213 North Valley		Burbank,	CA	91505
Ms.	Karen	Nusbaum		13314 Galewood Street		Sherman Oaks,	CA	91423
Mr.	Dave	O'Keefe		11589 Morrison Street		Valley Village,	CA	91601
Mr.	Bill	Orr		732 North Catalina		Burbank,	CA	91505-3017
Mr.	Jay	Pennick		13631 Crewe Street		Van Nuys,	CA	91405
Mr.	Ray	Petri		2100 North Evergreen		Burbank,	CA	91505
Mr.	Jerry	Piro		8600 Robert Avenue		Sun Valley,	CA	91352
Mr.	Lee	Piro		8600 Robert Avenue		Sun Valley,	CA	91352
Mr.	David	Pirola		2418 North Lamer Street		Burbank,	CA	91504
Mr.	Greg	Plotts		12521 Huston Street		Valley Village,	CA	91602
Mr.	Carl	Povilaitis		P. O. Box 3161		Glendale,	CA	01221-0161
Ms.	Maria	Proctor		918 East Magnolia		Burbank,	CA	91501
Mr.	Frank	Quintero		1314 West Glenoaks Boulevard		Glendale,	CA	91207
Mr.	Phil and Virginia	Raucher		11576 Huston Street		Valley Village,	CA	91601
Mr.	Breice	Reiner		11952 Hesby Street		Valley Village,	CA	91607-3116
Ms.	Deborah	Rhone		7139 Flight Avenue		Los Angeles,	CA	90045
	Gray and Maggie	Rider		12024 Hesby Street		Valley Village,	CA	91607-3116
Ms.	Elaine	Riebidomp		5330 Teesdale		Valley Village,	CA	91607
Ms.	Gail	Romero		1820 North Catalina		Burbank,	CA	91505-1207

Signatory	First Name	Last Name	Company	Address1	Address2	City	State	Postal Code
Mr.	Howard	Rothenbach		830 East San Jose Avenue		Burbank,	CA	91501
Ms.	Elaine	Rubidoux		5330 Teesdale		Valley Village,	CA	91607
Mr.	Dominic	Salvatore		323 North Jackson #201		Glendale,	CA	91206-3649
Ms.	Peter	Sanchez		4965 Irvine Avenue		Valley Village,	CA	91601
Mr.	Carmen and Audrey	Sanchez		11572 Hesby Street		Valley Village,	CA	91601
Ms.	Ray	Scott		7741 Shady Springs Drive		Sun Valley,	CA	91504
Ms.	Sharon	Sedler		262 West Dryden Sstreet		Glendale,	CA	91604
Mr.	L.	Seeger		3908 Carpenter Avenue		Studio City,	CA	91505
Mr.	John	Shadle		1221 Valley		Burbank,	CA	91501
Ms.	Rosella	Sheller		1038 East Tujunga Avenue		Burbank,	CA	91501
Mr.	Peter	Sheridan		11808 Hartsook Street		Valley Village,	CA	91601
Ms.	Nancy	Smith		4943 Westpark Drive		North Hollywood,	CA	91605-3904
Mr.	Jack	Smith		7323 Camellia		North Hollywood,	CA	91605
Mr.	Chester	Steck		440 South Fairview		Burbank,	CA	91505
Mr.	Al	Stewart		315 Allen Street		Burbank,	CA	91201-2501
Mr.	Ken	Stickney		3796 Hillway Drive		Glendale,	CA	91208
Ms.	Lindsay	Strachan		10983 Bluffsdrive Drive #6314		Studio City,	CA	91604
Mr.	Mitch	Summers		6640 Clybourn #64		North Hollywood,	CA	91606
Ms.	Bridget H.	Swackhaner		12021 Hesby Street		North Hollywood,	CA	91607
Mr.	Eugene	Taylor		2410 North Lamer Street		Valley Village,	CA	91504
Ms.	Peggy	Thies		12208 La Maida Street		Valley Village,	CA	91607-3623
Mr.	John	Tromba		3324 Downino Avenue		Glendale,	CA	91208
Ms.	Agnes	Urbanovich		1014 North Evergreen Street		Burbank,	CA	91505
Mr.	Ron	Vanderford		839 East Cedar		Burbank,	CA	91501
Mr.	Guy & Thelma	Veletzoz		11855 Otsego Street		Valley Village,	CA	91607
Mr.	Robert	Walsh		4112 National		Burbank,	CA	91501
Ms.	Margaret	Warfield		11800 Kling Street		Valley Village,	CA	91607
Mr.	Michael	Warner				Valley Village,	CA	91607
Ms.	Alice	White		11585 Hesley Street		Valley Village,	CA	91601
Mr.	Craig and Ron	Willey		11912 Riviside Drive #8		North Hollywood,	CA	91607
Mr.	Marc	Woersching		P. O. Box 4471		Valley Village,	CA	91617
Mr.	Stephen	Zetsche		7810 Beckett Street		Sunland,	CA	91040

Signatory	FirstName	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
				Adams Square Merchants Association	1124 South Adams Street		Glendale, CA	CA	91205
				Downtown Glendale Merchants Association	215 North Brand Boulevard		Glendale, CA	CA	91203
				Homeowners Coordinating Council	1921 Foothill Drive		Glendale, CA	CA	91201
Mr.	Stephen A.	Alterman	Executive Vice President & Counsel	Air Freight Association	1710 Rhode Island Avenue, N.W.	2nd Floor	Washington,	D.C.	20036
Mr.	Larry	Applebaum	Universal City/	N. Hollywood Chamber of Commerce	11335 Magnolia Boulevard, Suite 2D		North Hollywood,	CA	91601
Mr.	Stephen L.	Bailey	Director of Maintenance – Flight Department	Sierra Land Group Inc.	801 North Brand Boulevard, Suite 1010		Glendale,	CA	91203-1243
Mr.	George	Ball	Manager of Logistics	Business Jet Solutions-Flex Jet	14651 Dallas Parkway, Suite 600		Dallas,	TX	75240
Mr.	Robert.	Barnes	Chief Pilot - West Coast Division	GTC Management Services Inc.	A Time Warner Company	2900 North Clybourn Avenue	Burbank,	CA	91505
Captain	Jim	Bartlett		Jet Aviation	4104 Morningsstar Court		La Mesa	CA	91941
Ms.	Sharon R.	Beauchamp	Executive Vice President 1/97	Glendale Chamber of Commerce	200 South Louise Street	P. O. Box 112	Glendale,	CA	91209
Mr.	Robert G.	Bendall	President	Pace Aviation	500 Edison Way		Reno,	NV	89502
Mr.	Jeff	Benvegnu	Real Estate Specialist, MD-5317	American Airlines	P. O. Box 619616		Dallas/Ft. Worth	TX	75261-9616
Mr.	Dan	Benzon	Senior Properties Manager	America West Airlines	4000 East Sky Harbor Boulevard		Phoenix,	AZ	85034
Mr.	Peter	Blessing	Director of Flight Operations	DHL Airways, Inc.	P. O. Box 75122		Cincinnati,	OH	45275
Ms.	Susan	Bowers	Executive Director	Burbank Chamber of Commerce	200 West Magnolia Boulevard		Burbank,	CA	91502
Mr.	Daniel	Burkhart	Regional Representative	National Business Aviation Association, Inc.	10164 Meadow Glen Way East		Escondido,	CA	92026
Ms.	Victoria	Cattlett	Part 161 Specialist Community & Environmental Needs	Federal Aviation Administration	Division APP-600	800 Independence Avenue S.W.	Washington,	D.C.	20591
Mr.	Brian	Chapman	Aircraft Performance Engineer	United Airlines	Mail SFOEG		San Francisco,	CA	94128
Mr.	Richard	Colby	V.P. - Flight Operations	Delta Airlines	Hartsfield Atlanta International Airport	P.O. Box 20706	Atlanta,	GA	30320
Mr.	Gerald	Cole	Aviation Manager	Occidental Petroleum Corporation	10676 Sherman Way		Burbank,	CA	91505
Mr.	Tony	Colletti	President	Media Aviation, L.P.	2800 North Clybourn Avenue		Burbank,	CA	91505
Mr.	Richard	Cox	Director	Air Transport Association of America, Inc.	Western Regional Office	P. O. Box 90936	Los Angeles,	CA	90009

Signatory	FirstName	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
Mr.	John	Coyne	Manager	Federal Express Corporation	P. O. Box 6637		Burbank,	CA	91505
Mr.	Tony	Cuomo	Director of Operations	Yucaipa Companies L.L.C.	4531 Empire Avenue		Burbank,	CA	91505
Mr.	C. T.	DeCinces		Valley Industry and Commerce Association	7742 Gloria Avenue		Van Nuys,	CA	91406
Mr.	Dave	Dingee	Director of Flight Operations	Universal Studios	2910 North Clybourn Avenue		Burbank,	CA	91505
Mr.	Barrett	Duff	Chief Pilot	Marshall Industries	4561 Empire Avenue	Hangar #2	Burbank,	CA	91505
Mr.	Jim	Dunn		Van Nuys Airport Association	P. O. Box 7333		Van Nuys,	CA	91409
Ms.	Betsy	Eskridge	Airport Environmental Specialist	Department of Transportation	Aeronautics Program, MS 40	P. O. Box 942874	Sacramento,	CA	94274-0001
Ms.	Lucille	Fisher		Flight Options	26180 Curtis Right Parkway		Cleveland,	OH	44143
Ms.	Sondra	Frohlich		Greater Sherman Oaks Chamber of Commerce	14827 Ventura Boulevard, Suite 207		Sherman Oaks,	CA	91403
Mr.	Jeff	Gilley	Manager, Airports and Infra Structures	National Business Aviation Association	1200 18th Street, N.W., Ste 400		Washington,	D.C.	20036
Mr.	Andrew	Graham	General Manager	American Airlines	2627 Hollywood Way		Burbank,	CA	91505
Ms.	Mima	Grijalva, President		Montrose Shopping Park Association	P. O. Box 782		Montrose,	CA	91021
Mr.	Ted	Gustin	Division of Aviation	Los Angeles County Department of Public Works	P. O. Box 1460		Alhambra,	CA	91802-1460
Mr.	Ed	Haeseker	ATC Manager	Alaska Airlines	P. O. Box 68900		Seattle,	WA	98168
Mr.	Bob	Hall	Airline Pilots Association Engineering and Air Safety Department	Airline Pilots Association	535 Herndon Parkway		Herndon,	VA	22070-1169
Mr.	John W.	Hazlet, Jr.	Vice President, Flight & Maintenance	Ameriflight, Inc.	4700 Empire Avenue	Hangar #1	Burbank,	CA	91505
Ms.	Lynne C.	Hess	President & CEO	Pasadena Chamber of Commerce	865 East Del Mar Boulevard		Pasadena,	CA	91101
Mr.	Henry J.	Hettinger, III	Airport Properties	United Parcel Service	1400 North Hurstbourne Parkway, A-3		Louisville,	KY	40223
Mr.	James L.	Holmes, Jr.	Senior Vice President, Operations	Executive Jet Services, Inc.	4111 Bridgeway Avenue		Columbus,	OH	43219-1882
Mr.	Steve	Hubbell	Properties Manager	Southwest Airlines	Properties & Facilities, HDQ 4PF	P. O. Box 36611	Dallas,	TX	75235-1611
Ms.	Kathy	Johnson	Station Manager	Southwest Airlines	Burbank-Glendale-Pasadena Airport	2627 Hollyhock Way	Burbank,	CA	91505
Mr.	David	Keil	Chief Engineer, Operations Engineer	America West Airlines	4000 East Sky Harbor Boulevard		Phoenix,	AZ	85034
Mr.	Jack	Kemmerly		Aircraft Owners and Pilots	1285 Charlotte Avenue		Yuba City,	CA	95991-

Signatory	FirstName	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
Mr.	David	Kessler	Airport Planner	Association FAA, Western-Pacific Region	Airports Division, AWP- 611.2	P. O. Box 92007 Worldway Postal Center	Los Angeles,	CA	90009 2803
Mr.	William	LaMaccchia, Jr.	President and C.E.O.	Sun Country Airlines, Inc.	Pilot Knob Road, Suite 250		Mendota Heights	MN	55120
Mr.	Ross A.	Lyall	President	Miami Air International	P. O. Box 660880		Miami Springs,	FL	33266- 0880
Mr.	Rich	Macias	Aviation Program Manager	Southern California Association of Governments	818 West Seventh Street, 12th Floor		Los Angeles,	CA	90017- 3435
Ms.	Diane	Mangles	Manager	Burbank Airport Traffic Control Tower	2821 Hollywood Way		Burbank,	CA	91505
Ms.	Deborah	McElroy	President	Regional Airline Association	1200 19th Street, N.W.	Suite 300	Washington,	D.C.	20036- 2401
Mr.	David	Miller	General Manager	Mercury Air Center		10750 Sherman Way	Burbank,	CA	91505
Ms.	Carla	Nay	Manager, Customer Service	Alaska Airlines	Burbank-Glendale- Pasadena Airport	2627 Hollywood Way	Burbank,	CA	91505
Mr.	James	Neubauer	Flight Operations – Assistant Chief Pilot	United Parcel Service Airlines	3121 East Jarupa Street		Ontario,	CA	91761
Mr.	Joe	Nonies	Station Manager	America West Airlines	Burbank-Glendale- Pasadena Airport	2627 Hollywood Way	Burbank,	CA	91505
Ms.	Ann	O'Connor	Vice President of Governmental Affairs	Universal Studios, Inc.	100 Universal City Plaza, LRW-5		Universal City	CA	91608
Mr.	Bruce	Okano	Gateway Supervisor	United Parcel Service	4409 Empire Avenue		Burbank,	CA	91505
Mr.	Dennis	Olson	Director, Properties	Alaska Airlines	P. O. Box 68900		Seattle,	WA	98168
Mr.	Jack	O'Neill	Vice President - Facilities	NBC	3000 West Alameda	Suite 5367	Burbank,	CA	91523
Mr.	Jeff	Parks, MD5423		American Airlines	DFW Airport	P. O. Box 619616	Dallas,	TX	75261- 9616
Ms.	Lisa	Pitney	Director, California Government Relations	Walt Disney Company	500 South Buena Vista Street		Burbank,	CA	91521
Mr.	David	Polak	Chief Pilot	Dreamworks SKG	3020 North Clybourn Avenue		Burbank,	CA	91505
Mr.	Tom	Porter	Senior Captain – Aviation Department	Earth Star, Inc.	3000 North Clybourn Avenue		Burbank,	CA	91505
Captain	Paul	Railsback	Flight Operations Technical Division	American Airlines	P. O. Box 619617		DFW Airport,	TX	75261
Ms.	Lisa	Rawlins	Sr. Vice President, Studio and Production Affairs	Warner Bros.	4000 Warner Boulevard		Burbank,	CA	91522
Ms.	Liisa	Rawlins	Vice President, Studio and Production Affairs	Warner Bros.	4000 Warner Boulevard	Building 137, Room 1018	Burbank,	CA	91522
Captain	Van	Reavie	Sr. Director of Flight Standards & Training	America West Airlines	4000 East Sky Harbor Boulevard	HG-FSS	Phoenix,	AZ	85035
Mr.	Raymond	Reynolds	Professional Pilot Training	Professional Pilot Training	Media Aviation, L.P.	2800 North	Burbank,	CA	91505

Signatory	First Name	Last Name	Job Title	Company	Address1	Address2	City	State	Postal Code
Ms.	Deborah L.	Rhone	Manager, Station Operations	United Airlines	Burbank-Glendale-Pasadena Airport	Clybourn Avenue 2627 Hollywood Way	Burbank,	CA	91505
Mr.	Robert S.	Rodine	Manager, Corporate Real Estate	The Polaris Group United Airlines	14649 Tustin Street P. O. Box 66100		Sherman Oaks, Chicago,	CA IL	91403 60666
Mr.	Scott	Sanwick	V. P. - Flight Operations	Federal Express	P. O. Box 727		Memphis,	TN	38194
Mr.	John	Schussler	Regional Property Manager	Federal Express Corporation	P. O. Box 727	Properties Department #2660	Memphis,	TN	38194-2660
Mr.	Kenneth	Seals	Director of Operations	Avjet Corporation	4301 Empire Avenue		Burbank,	CA	91505
Mr.	Billy	Self	Flight Operations Specialist	Southwest Airlines	Box 36611, M.S. HDQ-8FO	2702 Love Field Drive	Dallas,	TX	75235-1611
Mr.	Don	Smith	Director of Operatoins	Emery Worldwide Airlines	303 Corporate Center Drive		Vandalia,	OH	45377
Mr.	Dave	Sorrell	Aircraft Development and Operations Engineering	Federal Express Corporation	3131 Democrat Road		Memphis,	TN	38118
Mr..	Al	Stearns	Manager	J. G. Boswell Company	4561 Empire Avenue	Hangar #2	Burbank,	CA	91505
Mr.	Paul E.	Sterbenz	V.P. - Flight Operations	Southwest Airlines	Box 36611, M.S. HDQ-8FO	Love Field	Dallas,	TX	75235
Captain	Diran	Torigian	Director of Airports	Airline Pilots Association	161 Jamison Court		Simi Valley,	CA	93065
Mr.	Miguel	Vasconcelos	General Manager	Aircraft Owners and Pilots Association	421 Aviation Way		Frederick,	MD	21701
Mr.	George	Warde	Vice President of Development	Casino Express Arlines	976 Mountain City Highway		Elko,	NV	89801
Mr.	Brett	Warner	Chief Pilot/Reporter	Burbank Chamber of Commerce	• Lee Associates	13949 Ventura Boulevard, Suite 200	Sherman Oaks	CA	91423
Mr.	Larry	Welk	Support Manager for Airspace & Procedures	K-CAL 9	5515 Melrose Avenue		Hollywood,	CA	90038
Mr.	Walter	White	Director of Operations	FAA, Southern California TRACON	9175 Kearny Villa Road		San Diego	CA	92126
Mr.	Frank	Wieland	C.E.O.	Jet Aviation	114 Charles Lindbergh Drive		Teterboro,	NJ	07608
Mr.	James R.	Wikert		Express One International	380- West Northwest Highway	Suite 700	Dallas,	TX	75220

Signatory	First Name	Last Name	Company	Address1	Address2	City	State	Postal Code	Job Title
Mr.	Tony	Alcala		11276 Bromont Avenue		Pacoima	CA	91311	
Mr.	Lee	Arian		4852 Ben Avenue		Valley Village,	CA	91607	
Mr.	Christopher	Barnes	Howrey & Simon	550 South Hope Street, Ste 1400		Los Angeles,	CA	90071	
Mr.	Brian	Bowman		3111 Amigos Drive		Burbank,	CA	91504	
Ms.	Kathy	Boyd	Sun Valley Residents Association	10542 Crockett Street		Sun Valley,	CA	91352	
Mr.	Richard	Close	President, Sherman Oaks Homeowners Association	P. O. Box 223		Sherman Oaks,	CA	91413	
Mr.	Robert	Corbin		601 West 5th Street	12th Floor	Los Angeles,	CA	90071	
Ms.	Lori	Dinkin	President, Valley Village Homeowners Association	P. O. Box 4916		Valley Village,	CA	91617	
Mr.	Brian J.	Ellis	Northwest Glendale Homeowners Association	1324 Norton Avenue		Glendale,	CA	91202-2045	
Mr.	Donald F.	Elsmore		4401 Kling Street #7		Burbank,	CA	91505-3744	
Ms.	Maria	Fant	President, North Hollywood Residents Association	P. O. Box 887		North Hollywood,	CA	91603	
Ms.	Ann	Hoyt		5120 Klump Avenue, No. 12		North Hollywood,	CA	91601	
Mr.	David	LePage		10919 Lull Street		Sun Valley,	CA	91352-4526	
Mr.	J. L. & Mrs. Wanda	Lisa		10705 Mather Avenue		Sunland,	CA	91040	
Mr.	Tony	Lucente	President, Studio City Residents Association	P. O. Box 1374		Studio City,	CA	91614	
Ms.	Joan	Luchs		3309 Carse Drive		Los Angeles,	CA	90068	
Ms.	Sara	Mendez		730 North Lincoln Street		Burbank,	CA	91506	
Ms.	Mary	O'Hare	Toluca Lake Homeowners Association	101 North Evergreen Street		Burbank,	CA	91505	
Ms.	Rose	Roque		7840 Ledge Avenue		Sun Valley,	CA	91352	
Mr.	Don	Schultz	President, Van Nuys Homeowners Association	P. O. Box 3528		Van Nuys,	CA	91407	
Mr.	Gerald A.	Silver	President, Homeowners of Encino	P. O. Box 260205		Encino,	CA	91420	
Mr.	Ron	Vanderford		839 East Cedar Street		Burbank,	CA	91501	
Ms.	Mildred	Weller	President, North Hollywood Concerned Citizens	11059 McCormick Street		North Hollywood,	CA	91601	
Mr.	Bob	Jackson		11247 Otsego Street		North Hollywood,	CA	91601	

SUMMARIES OF AUGUST 2000 LISTENING SESSIONS



Burbank Airport Part 161 Study

Public Listening Sessions

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Airport officials and the consultant team involved in conducting the Part 161 Study held series of five listening sessions August 21-24 at different locations in the east San Fernando Valley. These sessions, designed to receive public comment related to the proposed curfew on flight operations at night, were attended by 248 persons, of whom placed verbal comments on record. Other attendees left written comments. When completed and accepted by the Airport Authority, a descriptive report on the sessions will be posted on this website. Comments in writing are always welcome via mail to either the following locations:

Part 161 Project Comment Docket
 Burbank-Glendale-Pasadena Airport
 2627 Hollywood Way
 Burbank, CA 91505

Part 161 Project Comment Docket
 Landrum & Brown
 11011 King Street, Suite 108
 Overland Park, KS 66210

Comments may also be left on this website by clicking on this link

Public Forecast Briefings

As part of the development of a baseline of data necessary to conduct the cost/benefit analysis, the Authority's independent consultants-Landrum & Brown, SH&E and CommuniQuest- prepared a draft forecast of potential future aviation activity at the Burbank Airport, including future passenger movements and aircraft operations. The Burbank-Glendale-Pasadena Airport Authority offered the public the opportunity to receive information about this draft forecast at a series of four public information sessions held at various locations in the vicinity of Burbank Airport during the week of June 18th, 2001.

The draft forecast document is available under the Project Reports section of this web site at the Authority offices in the Burbank Airport terminal and at local central and branch libraries. The forecast presents information associated with scheduled passenger airline, all-cargo airlines, and general aviation, as well as a summary of combined activity, anticipated during the period through 2015, without the imposition of any restrictive measures to eliminate or substantially reduce nighttime noise. In effect, the draft forecast provides one possible glimpse at future activity at the Burbank Airport, as prepared by an independent team of experts.

On February 4, 2002, the Airport Authority authorized the consultant team to update the unconstrained forecasts to reflect conditions through the end of the year 2000 and to incorporate comments received during the Public Forecast Briefings. This updated material will be posted on the web site prior to the next series of public information meetings.

Public Forecast and Alternative Briefings

The Burbank-Glendale-Pasadena Airport Authority began conducting a Federal Aviation Administration Part 161 Study in 2000 in an effort to eliminate or significantly reduce

nighttime flight noise at Burbank Airport. The study Consultants have updated forecasts of unrestricted activity and proposed alternatives to be analyzed in the months ahead. The Authority invites interested parties to attend a presentation updating status of the study and offer comment on the materials. Public meetings will be held during the week of May 6th at four locations within the airport environs.

The meetings will consist of a short presentation related to the modifications of the airport forecasts, originally presented to the public in June 2001, as well as a series of less restrictive alternatives to the nighttime curfew that also address the reduction of aircraft noise impacts at night. The evaluation of the proposed curfew action and less-restrictive alternatives to it is required by Federal Aviation Regulation Part 161. The same information will be presented and public comment will be received at each meeting. The meetings schedule is:

DATE	LOCATION
Monday, May 6, 2002 7 p.m. to 9 p.m.	Hilton Burbank Airport 2500 Hollywood Way Burbank, CA (818) 843-6000 <i>(parking will be validated)</i>
Tuesday, May 7, 2002 7 p.m. to 9 p.m.	Beverly Garland's Holiday Inn 4222 Vineland Ave. North Hollywood, CA (818) 980-8000 <i>(free parking)</i>
Wednesday, May 8, 2002 7 p.m. to 9 p.m.	Roscoe Elementary School Auditorium 10765 Strathern Street Sun Valley, CA (818) 767-6406 <i>(free parking)</i>
Thursday, May 9, 2002 7 p.m. to 9 p.m.	Hilton Glendale 100 West Glenoaks Blvd. Glendale, CA (818) 956-5466 <i>(parking will be validated)</i>

The doors will open at 6:30 each evening.

The slide presentations on revised forecasts and project alternatives to be delivered by Consultant at the Public Meetings are available on this web page by clicking on the following links:

- English language version
- Spanish language version
- Armenian language version

Public comment will also be received through the Comment Form option of this web site or by mail to one of the addresses indicated under Public Listening Sessions above.

**SUMMARY OF LISTENING SESSIONS
BURBANK GLENDALE PASADENA AIRPORT
F.A.R. PART 161 STUDY
LISTENING SESSION NO. 1**

Burbank Airport Hilton Hotel and Convention Center
Burbank, CA
August 21, 2000
6:30 to 9:00 p.m.

Attendance: 74 people signed in.

The meeting was opened at 6:30 p.m. by Randy Berg, Director of Environmental and Safety Programs for the Burbank Glendale Pasadena Airport Authority. He welcomed those attending the meeting and explained that the purpose of the meeting was to explain the process for the Part 161 Study and to give the public the opportunity to comment on their concerns relating to the study and airport noise in general.

Max Wolfe of Landrum & Brown, the Airport Authority's prime consultant for the study, gave a brief presentation explaining the legal requirements of Federal Aviation Regulation (F.A.R.) Part 161 and the process for the study. He explained that the goal of the process was: "To eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future."

Christine Eberhard of CommuniQuest, a member of the Landrum & Brown Team, explained the procedures for the listening session and began inviting people to speak.

The following 22 people spoke:

<i>Name</i>	<i>Representing</i>	<i>Name</i>	<i>Representing</i>
1. Neil Bennett	Air Transport Association (ATA)	12. Jack Hardgrave	Self
2. Irma Loose	Self	13. Gail Romero	Self
3. Maria Proctor	Self	14. Lori Dinkin	Self
4. Bill Orr	Self	15. Ron Vanderford	Self
5. Richard Duggan	Self	16. Molly Hyman	Self
6. Don Elsmore	Self	17. Stan Hyman	Self
7. Frank Kaden	Self	18. Howard Rothenbach	Committee to Restore Our Airport Rights (ROAR)
8. Donald Melby	Self	19. Michael Warner	Self
9. Marie Paino	Self	20. James Arone	Self
10. Peggy Nudo	Self	21. Eugene Taylor	Self

11. Theresa Karam	Self	22. Paul Frantz	Self
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Five written comments were also submitted by the following people.

<i>Name</i>	<i>Representing</i>	<i>Name</i>	<i>Representing</i>
1. Neil Bennett	Air Transport Association	Marguerite and John Shadle	Selves
2. Irma Loose	Self	Jamie Allen	Self
3. Elaine Rubidoux	Self		

Paraphrased comments made by those speaking or submitting written comments at the meeting are listed below. The number of people making each comment is indicated in parentheses.

CURFEW AND ENFORCEMENT

1. We support the proposed curfew. **(12)**
2. Concerned that exceptions to the curfew for “delays beyond the control of the aircraft operator” open a loophole. What constitutes an emergency? Verification and accountability are necessary. **(4)**
3. The airport currently has restrictions and they seem to be violated without penalties. How can this problem be corrected? **(1)**
4. The flights should be stopped even earlier in the evening than the Airport Authority is proposing. **(1)**
5. When I moved in years ago, I was led to believe the Airport did have a curfew. **(1)**
6. Will the curfew apply to all aircraft? Many aircraft are using the airport at night now. **(1)**
7. The Committee to Restore Our Airport Rights (ROAR) circulated an initiative petition several months ago signed by 7,400 Burbank residents that would have put a measure on the ballot establishing a mandatory curfew on flights and engine run-ups. It was not accepted by the City Clerk because of technicalities. **(2)**
8. I fly often on business and work out of my home near the Airport. I am willing to drive to LAX to catch flights if Burbank would enact a 10 p.m. to 7 a.m. curfew. **(1)**
9. The Airport’s current voluntary curfew does not work. **(1)**

OPERATIONS CAP

10. The Airport should enact a cap on the number of flight operations in addition to a curfew. *(10)*
11. We demand that the Airport enact the proposed curfew and a cap on flight operations before building the proposed new terminal. *(5)*
12. We support the 21st Century Plan proposed by the City of Burbank. *(1)*
13. The Airport is important to the community. It should remain open, but the number of flights should be limited. *(2)*
14. ROAR is now circulating an initiative petition that would prevent the City of Burbank from approving any zoning permits or approvals for airport development unless there is a binding curfew and operations cap at the Airport. *(1)*

NOISE BUDGET

15. The Airport should enact a noise budget in addition to the proposed curfew. *(1)*
16. The Burbank City Council has suggested a noise budget. *(1)*

STAGE 2 AIRCRAFT

17. The Airport says it is an all Stage 3 airport, but that is nonsense. The Part 150 Study gives the authority to extend the use of Stage 2 aircraft for another 10 years. *(1)*
18. The Airport should enact a non-addition rule for Stage 2 aircraft, like Van Nuys is doing, in addition to the proposed curfew. *(1)*

PROPERTY VALUES

19. Property values will not increase if a curfew is enacted unless an operations cap is also enacted. *(1)*
20. The equity in a person's home should be considered a hard cost in the cost-benefit analysis. *(1)*
21. An increase in flights will harm property values. *(4)*
22. The value of residential property in Airport area is not increasing. *(1)*

NOISE ANALYSIS ISSUES

23. Concerned about the computation of noise in the study. If a person's home has been sound-insulated, they will be removed from the study. *(1)*
[Ed. Note: In the consultant's analysis, all homes exposed to noise above a given level will be given due consideration in the computation of noise impacts, regardless of whether or not they have been acoustically treated or sound-insulated.]
24. Airport noise in the community is louder than the noise contours produced by the airport indicate. *(1)*
25. Engine run-ups are also a noise concern. *(1)*
26. Noise has increased since all the buildings near the Airport have been torn down. *(1)*
27. The aircraft noise is damaging my hearing. *(1)*

SAFETY

28. Concerned about safety. Attended an Airport Commission meeting on August 7, 2000 and apparently there are obstructions in the runway approaches. *(1)*
29. Runway use is also a safety concern. *(1)*
30. I am more concerned about the safety of the Airport than about noise. *(1)*
31. I am also concerned about safety. *(1)*

AIR QUALITY

32. Aircraft noise is just one of several airport problems. Others include air pollution and road traffic. *(1)*
33. Concerned about air pollution and fuel dumping. *(2)*

PROPOSED NEW TERMINAL

34. Of the 14 gates at the current terminal, only 7 are being used. Will a new terminal double the passengers using the airport? *(1)*
35. The Airport Authority's current proposal is an effort to mask an 18-gate terminal. *(1)*
36. Why does the Airport need a gigantic new terminal? *(2)*

37. Oppose terminal expansion. (1)

RUNWAY USE AND FLIGHT ROUTES

38. Takeoffs should be required to go to the east at least some of the time to share the noise with other areas. (3)

OTHER CONCERNS

39. ATA supports the Part 161 Study process and is willing to provide assistance. (1)
40. The Airport must recognize that many different constituencies would be affected by the proposed restriction. Air travel is necessary for the economic well-being of the metropolitan area, and noise is a necessary by-product of air transportation. (2)
41. Want the Airport to prepare data on Section 104b requiring Airport Authority approval of airline schedule changes. (1)
42. Concerned about the upcoming presidential elections and that Jane Garvey may not be the FAA Administrator after the first of the year. (1)
43. Who is Landrum & Brown, the Airport Authority's Part 161 consultant, and what are their qualifications? (1)
44. The consultant is from out of town. They should have a local contact. (1)
45. The announcement for the Listening Sessions was buried on page 6 of the newspaper. Despite that, 500 letters promoting a curfew and an operations cap were sent in just 13 days. (1)
46. Palmdale Airport should be used to handle the growth in air traffic. (1)
47. Will not consent to sound insulation. I will not pay for 24-hour heating and air conditioning and it will prevent me from making other improvements in my home. (1)
48. The Airport Authority should give up the prescriptive easements it has over property in the vicinity of the Airport. (1)
49. Resolution 17390 authorizing purchase of the Airport from Lockheed by the Airport Authority in the 1970s said use and growth of the Airport would be limited, but the resolution has been "trashed." (2)

50. Give the people what they were promised 25 years ago when the Airport Authority bought it. Burbank Airport is unique because of the special situation governing its purchase and the promises that were made at the time. (2)
51. The Los Angeles area has some of the busiest airspace in the country. Burbank was never intended to be more than a regional airport. (1)
52. What is the threshold of agreement needed before it is decided to submit the application for the curfew to the FAA for action? (1)

**BURBANK GLENDALE PASADENA AIRPORT
F.A.R. PART 161 STUDY
LISTENING SESSION NO. 2**

Glenwood Elementary School Auditorium
Sun Valley, CA
August 22, 2000
2:00 to 4:30 p.m.

Attendance: 25 people signed in.

The meeting was opened at 2:00 p.m. by Randy Berg, Director of Environmental and Safety Programs for the Burbank Glendale Pasadena Airport Authority. He welcomed those attending the meeting and explained that the purpose of the meeting was to explain the process for the Part 161 Study and to give the public the opportunity to comment on their concerns relating to the study and airport noise in general.

Max Wolfe of Landrum & Brown, the Airport Authority's prime consultant for the study, gave a brief presentation explaining the legal requirements of Federal Aviation Regulation (F.A.R.) Part 161 and the process for the study. He explained that the goal of the process was: "To eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future."

Christine Eberhard of CommuniQuest, a member of the Landrum & Brown Team, explained the procedures for the listening session and began inviting people to speak.

The following eight people spoke:

<i>Name</i>	<i>Representing</i>
1. John Hazlet	Ameriflight
2. Don Elsmore	Self
3. Alonzo Minard	Self
4. Helen Tomsy	Self
5. R.C. Czapiewski	Self
6. Gail Geisel	Self
7. Jerry Piro	Self
8. Maury Laham	Los Angeles World Airports

Two people also submitted written comments: Lee and Jerry Piro, both representing themselves.

Paraphrased comments made by those speaking and submitting written comments at the meeting are listed below. The number of people making the comment is indicated in parentheses after each comment.

CURFEW AND ENFORCEMENT

- 53. Deviations and exceptions to curfew will invite discrimination. It needs to be strictly enforced. (1)
- 54. The Airport is important to the community. It should remain open, but some limits should be imposed. (1)
- 55. The noise problem is day long, not just at night. (1)
- 56. The curfew should run from 10 p.m. to 8 a.m. (1)

OPERATIONS CAP

- 57. The Airport should enact a cap on the number of flight operations in addition to a curfew. (2)

STAGE 2 AIRCRAFT

- 58. The Airport should enact a non-addition rule for Stage 2 aircraft in addition to the proposed curfew. (1)

NOISE ANALYSIS ISSUES

- 59. Airport noise has increased since a nearby building was recently demolished. (1)
- 60. The Airport should forget about building hush houses. That will only encourage more nighttime aircraft activity. (1)
- 61. The Airport should enact new rules for noise monitoring. The CNEL noise metric is unacceptable. Single events should be given greater emphasis. (1)
- 62. I live near the runway end in Sun Valley. Is the Airport really going to put in the run-up area (i.e., run-up enclosure)? (1)
[Ed. Note: The Part 150 Noise Compatibility Program recommended the construction of a run-up enclosure (or hush house) for aircraft to use when conducting maintenance run-ups. The Airport Authority approved the study, so the recommendation is an official part of the Authority's noise policy, but no firm plans for financing or building the run-up enclosure have yet been made.]
- 63. Noise must be considered throughout the full range of frequencies, not just the audible range. (1)

64. I live in an area (on Lanark between Glenoaks and Hollywood Way) ineligible for noise assistance (i.e. acoustical treatment) even though it is very loud. *(1)*
65. When clouds are low, noise is greater. *(1)*
66. Flights over Sun Valley occur at 3:30 a.m. *(1)*

SAFETY

67. I am concerned about safety in addition to noise. The overrun of Runway 8 by the Southwest Airlines aircraft a few months ago heightened this concern. *(1)*
68. The study should consider the effect of wake turbulence, especially in Sun Valley, where the effect is pronounced because of the lay of the land. *(1)*
69. The very low overflights near the airport raise a safety concern. *(1)*

AIR QUALITY

70. Concerned about air pollution from jet fuel. *(1)*

COST-BENEFIT ANALYSIS

71. The costs of shifting Ameriflight's operations to the daytime should be factored into the analysis. *(1)*

ECONOMIC BENEFITS OF AIRPORT

72. The public is not aware of the importance of nighttime airport commerce. Many nighttime flights are required for transporting medical laboratory samples, pharmaceuticals, and human organs for transplant. Many other time-sensitive materials are also shipped at night. *(1)*
73. Ameriflight handles up to \$1 billion worth of shipments every night from Burbank. It employs 250 people, with an annual payroll of \$5 million, in the Burbank area. Ameriflight is trying to be a good neighbor. It has an all Stage 3 fleet of aircraft. *(1)*
74. Burbank is the only practical choice for an airport to serve these pressing overnight air commerce needs. Palmdale and Ontario are too far out, requiring long road times from important commerce centers. Los Angeles International is too congested. Other airports are already restricted in various ways. *(1)*

OTHER CONCERNS

75. The Airport should prepare data on Section 104b requiring Airport Authority approval of airline schedule changes. *(1)*

76. We cannot trust the Airport Authority staff. They work for a private contractor. They have not let a comparison of the Coffman Associates forecast chart with actual activity ever see the light of day. **(1)**
77. This meeting was not set at a convenient time. Many people are not here because they had to work. The *Daily News* announced the meeting time incorrectly as starting at 4:00 p.m. **(1)**
78. The passengers don't demand; the neighbors demand (peace and quiet). **(1)**
79. Any effects of the proposed curfew on Van Nuys Airport and Los Angeles International Airport must be considered in the study. **(1)**
80. Los Angeles World Airports would like Ameriflight to consider moving to Palmdale if they are displaced from Burbank. **(1)**

**BURBANK GLENDALE PASADENA AIRPORT
F.A.R. PART 161 STUDY
LISTENING SESSION NO. 3**

Beverly Garland's Holiday Inn
North Hollywood, CA
August 22, 2000
6:30 to 9:00 p.m.

Attendance: 85 people signed in.

The meeting was opened at 6:30 p.m. by Randy Berg, Director of Environmental and Safety Programs for the Burbank Glendale Pasadena Airport Authority. He welcomed those attending the meeting and introduced Manny Figueroa from State Senator Alarcon's office and Bob Blumenfield from Congressman Berman's office. He explained that the purpose of the meeting was to explain the process for the Part 161 Study and to give the public the opportunity to comment on their concerns relating to the study and airport noise in general.

Max Wolfe of Landrum & Brown, the Airport Authority's prime consultant for the study, gave a brief presentation explaining the legal requirements of Federal Aviation Regulation (F.A.R.) Part 161 and the process for the study. He explained that the goal of the process was: "To eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future."

Christine Eberhard of CommuniQuest, a member of the Landrum & Brown Team, explained the procedures for the listening session and began inviting people to speak.

The following 22 people spoke:

<i>Name</i>	<i>Representing</i>	<i>Name</i>	<i>Representing</i>
1. Beth Leedham	Self	12. Nancy Smith	Self
2. Don Elsmore	Self	13. Rudy Foorman	Self
3. Greg Plotts	Self	14. Paula Humerick	Self
4. David Engelbach	Self	15. C.L. Stack	Self
5. Scott Birnkant	Self	16. Anthony Barlow	Self
6. Richard Greene	Self	17. Phil Raucher	Self
7. Orly Kroh-Trifman	Self	18. Norma Brandel	Self
8. Peggy Fiderio-Thies	Self	19. Michael Bishop	Self
9. Ron Vanderford	Self	20. Annalisa Engelbach	Self
10. Tony Lucente	Studio City Residents Association	21. Teresa Kelley	Self
11. Jerry Chavez	Self	22. John Draybeck	Self

Paraphrased comments made by those speaking at the meeting are listed below. The number of people making each comment is indicated in parentheses.

CURFEW AND ENFORCEMENT

81. We support the proposed curfew. (7)
82. Concerned that exceptions to the curfew for “delays beyond the control of the aircraft operator” open a loophole. Delays are frequent. Verification and accountability are necessary. It is not sufficient to “significantly reduce” nighttime noise; it has to be eliminated. (4)
83. I thought the Airport already had a curfew. Large aircraft are flying over my house after 10 p.m. Lots of flight occur before 7:00 a.m. (3)
84. The curfew needs to be enforced by fines on the Airport Authority as well as fines on airlines violating the curfew. (1)
85. Nighttime noise has increased. Flights now begin as early as 6:20 to 6:30 a.m. and continue up to midnight. Even with the proposed curfew, we cannot sleep past 7:00 a.m. Noise is far too loud. (5)
86. A curfew is necessary but the airport must enact additional restrictions too. (2)
87. A curfew from 10 p.m. to 7 a.m. is needed but the FAA will not approve it. We have a fighting chance for an 11 p.m. to 6 a.m. curfew. (1)
88. Why will the Airport Authority agree to a curfew when it will hurt economically? (1)
89. Airline flights are scheduled too early in the morning. (1)

OPERATIONS CAP

90. We demand that the Airport enact the proposed curfew and a cap on flight operations before building the proposed new terminal. (1)
91. ROAR is now circulating an initiative petition that would prevent the City of Burbank from approving any zoning permits or approvals for airport development unless there is a binding curfew and operations cap at the Airport. (2)

STAGE 2 AIRCRAFT

92. The Airport should enact a non-addition rule for Stage 2 aircraft in addition to the proposed curfew. (1)

PROPERTY VALUES

- 93. Although home values are recovering from the slump in the early 1990s, we are concerned that airport expansion will damage property values. (1)
- 94. Airport noise and pollution are harming property values in the area. (1)

NOISE ANALYSIS ISSUES

- 95. Airport noise in the community is louder than the noise contours produced by the Airport indicate. Noise measurements should be taken where the noise is, not just where the Airport has decided to put the permanent noise monitors. (5)
- 96. Noise just does not adversely affect homes and schools; it also affects businesses. (1)
- 97. Computer noise predictions cannot be trusted. Actual measurements are also needed. (1)
- 98. We need to consider the effect noise has on everyone in the Airport area, not just those exposed to noise above 65 CNEL. (2)
- 99. Vibration caused by aircraft noise is a problem. (2)
- 100. Noise from helicopters using Van Nuys Airport is a big problem. (1)
- 101. Who is monitoring airport activity and noise late at night? (1)

COST-BENEFIT ANALYSIS ISSUES

- 102. The importance of overnight flights to ship checks is overstated. The economic benefits of the Airport to Burbank are at most \$5 million, based on tax revenues to the City. (1)
- 103. The areas benefiting from the Airport are Burbank, Glendale, and Pasadena. Valley Village does not benefit. (1)
- 104. Quality of life issues are very important. The number of problems relating to airport noise is widespread. They include sleep deprivation and poor job performance. The aircraft noise is compounded by dogs barking at the aircraft. (1)

AIR QUALITY

- 105. Aircraft air pollution is a problem as well as aircraft noise. The health and well-being of families is suffering. (3)

106. The Airport is a serious source of air pollution in the East San Fernando Valley. The amount of hydrocarbon pollution from a Boeing 737 is vastly greater from an automobile. (1)

PROPOSED NEW TERMINAL

107. The only reason the Airport Authority has undertaken this study is to get approval of its proposed new terminal. (1)
108. Airport expansion will cause all kinds of problems, not just noise. (1)

RUNWAY USE AND FLIGHT ROUTES

109. Why do all aircraft turn to the west instead of going to the east? (1)
110. Several years ago, takeoffs were made to the east on Runway 8 when Runway 15-33 was closed for repair and maintenance. Why can't that be done now to share the noise? (1)

OTHER CONCERNS

111. The Airport Noise and Capacity Act of 1990, which set up the requirements for Part 161 studies, protects the airlines and takes away community rights. (1)
112. We don't need another study (including a Part 161 Study). We just need the Airport to quiet down. (1)
113. The Airport Authority has not kept its promises in the past. If they had, we would not be here now. The Joint Powers Agreement was never enforced. (2)
114. Many people are cynical about the Airport Authority's desire to improve the situation and the effectiveness of these meetings. (1)
115. Glendale does not care about the noise situation at the Airport because they do not get any of the noise. People in Valley Village should go to the Glendale Council meetings to let them know it is a problem for them. (1)
116. The progress of the Airport has been shoved down the throats of the people for 30 years. (1)
117. The FAA's role in approving this study is a conflict of interest. The FAA will not approve the proposed curfew. (1)
118. I would like information about the Airport's residential sound insulation program. (1)

119. I set up a website for Valley Village residents concerned about the airport: www.xburbankairport.com. (1)
120. I don't like the argument; "the Airport was there first." Years ago when the Airport was used only by propeller aircraft, we could live with it. It has changed tremendously since it has become a major jet airport. (1)
121. I am concerned about road traffic on Pass Avenue in addition to airport noise and air pollution. (1)
122. Everything should be moved to Palmdale and a monorail installed to get people out there. (1)

**BURBANK GLENDALE PASADENA AIRPORT
F.A.R. PART 161 STUDY
LISTENING SESSION NO. 4**

Radisson Valley Center Hotel
Sherman Oaks, CA
August 23, 2000
6:30 to 9:00 p.m.

Attendance: 27 people signed in.

The meeting was opened at about 6:45 p.m. by Randy Berg, Director of Environmental and Safety Programs for the Burbank Glendale Pasadena Airport Authority. He welcomed those attending the meeting and explained that the purpose of the meeting was to explain the process for the Part 161 Study and to give the public the opportunity to comment on their concerns relating to the study and airport noise in general.

Max Wolfe of Landrum & Brown, the Airport Authority's consultant, gave a brief presentation explaining the legal requirements of Federal Aviation Regulation (F.A.R.) Part 161 and the process for the study. He explained that the goal of the process was: "To eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future."

Christine Eberhard of CommuniQuest, a member of the Landrum & Brown Team, explained the procedures for the listening session and began inviting people to speak.

The following 13 people spoke:

<i>Name</i>	<i>Representing</i>	<i>Name</i>	<i>Representing</i>
1. Matt Epstein	Sherman Oaks Homeowners Association	7. Howard Rothenbach	Committee to Restore Our Airport Rights (ROAR)
2. Don Elsmore	Self	8. John Ermer	Self
3. Bill Jasper	Encino Property Owners Association	9. Jay Pennick	Self
4. Julio Asturias	Self	10. Elaine Rubidoux	Self
5. Larisa Bolotsky	Self	11. Anne Carver	Sherman Oaks Homeowners Association
6. Ted McConkey	Committee to Restore Our Airport Rights (ROAR)	12. Phil Berlin	Self
		13. Deborah Amelon	Self

Paraphrased comments made by those speaking at the meeting are listed below. The number of people making each comment is indicated in parentheses.

CURFEW AND ENFORCEMENT

123. We support the proposed curfew. (9)
124. Strict enforcement of a curfew is essential. (1)
125. The Committee to Restore Our Airport Rights (ROAR) circulated an initiative petition several months ago signed by 7,400 Burbank residents that would have put a measure on the ballot establishing a mandatory curfew on flights and engine run-ups. Many Sherman Oaks residents wanted to sign the petition but were turned down because they were not Burbank voters. It was not accepted by the City Clerk because of technicalities. (1)
126. The proposed curfew hours should be extended on weekends to 9:00 a.m. in the morning. (1)
127. Night flights after 10 p.m. cause minimal problems in Sherman Oaks. (1)
128. Nighttime noise is a problem in my neighborhood. Lots of arrivals are coming in around midnight and again around 3:00 to 4:00 a.m. (1)
129. How many other airports have curfews? (1)
130. Much of the nighttime noise at Burbank is caused by general aviation activity such as Ameriflight. The proposed curfew must apply to all flights. (2)
131. Early morning flights are a serious problem. Sleep deprivation is a significant impact that needs to be considered. (3)

OPERATIONS CAP

132. The Airport should enact a cap on the number of flight operations in addition to a curfew. (9)
133. We demand that the Airport enact the proposed curfew and a cap on flight operations before building the proposed new terminal. (2)

STAGE 2 AIRCRAFT

134. The Airport needs to consider restrictions on Stage 2 aircraft as well as a curfew. (1)

PROPERTY VALUES

135. Airport noise and aircraft overflights definitely hurt residential and commercial property values in the area. This should be considered in the cost-benefit analysis. (1)
136. Home values will drop if noise and air traffic increase. (1)

NOISE ANALYSIS ISSUES

137. Airport noise in Sherman Oaks is louder than in Burbank. Many aircraft are turning over this neighborhood. (1)
138. Computer noise predictions cannot be trusted. The FAA's Integrated Noise Model has been shown to deviate from field measurements. (1)
139. Powerful forces are working against airport noise control. A bill in the California legislature will allow the use of noise modeling rather than noise measurements to establish noise impact areas. (1)
140. A grid system for assessing noise outside the 65 CNEL contour is unacceptable. It will leave out residential areas. (1)
[Ed. Note: The consultant's proposed method of noise analysis for areas outside the 65 CNEL is known as a grid analysis. The consultant will define a network of points in areas of frequent noise complaints and in other residential areas frequently overflown by aircraft. The computer noise prediction model will be asked to compute noise levels at each of those points. Residential areas will definitely be included in that analysis.]
141. We are concerned about the effect of aircraft noise on health and hearing. (1)
142. Airport noise in the community is louder than the noise contours produced by the Airport indicate. Noise measurements should be taken where the aircraft fly. (1)
143. Airport noise continues to worsen. (1)

COST-BENEFIT ANALYSIS ISSUES

144. Quality of life issues are very important. They must not be understated in the cost-benefit analysis. (1)

SAFETY

145. We are concerned about safety in addition to noise, street traffic, air pollution and health effects. (2)

AIR QUALITY

146. Aircraft noise is just one of several airport problems. Others include air pollution, safety concerns, and road traffic. (2)

PROPOSED NEW TERMINAL

147. The new terminal would allow airport management to add new routes and new flights. (1)

RUNWAY USE AND FLIGHT ROUTES

148. Don't send all flights to the south and southwest. Remove the restriction on departures to the east. Early morning takeoffs should be required to use the east-west runway. Share the noise. (5)
149. The Airport needs a restriction on the number of consecutive flights that can be sent over any one area. (1)
150. At least 3 or 4 landings each night come over my house (on the Runway 8 approach). How wide is the approach corridor? (1)

OTHER CONCERNS

151. Will the Airport offer residential sound insulation as part of this program? (1)
[Ed. Note: The Airport has an ongoing acoustical treatment program for housing exposed to noise above 65 CNEL. This program will be unaffected by the current Part 161 Study. People interested in the acoustical treatment program should contact Sidney Allen at the Airport Authority offices, 818-840-8840.]
152. What is the status of the recommendations of the Part 150 Noise Compatibility Study that was recently finished? What was the cost of that study? (1)
[Ed. Note: The Part 150 Noise Compatibility Study was approved by the Airport Authority and forwarded to the FAA for review and acceptance. FAA approval is expected late in 2000. The cost of the study was about \$500,000.]
153. The public has a right to know about and to attend all stakeholder meetings during the Part 161 Study. (1)
154. No one at the Airport answers the noise complaint line. (1)
[Ed. Note: The phone number for the Airport noise complaint line is 800-441-0449. The Airport staff logs and responds to all complaints.]
155. Concerned about more flights and larger aircraft coming to Burbank. (1)
156. Future meetings need to be held in the evening so working people can attend. (1)

**BURBANK GLENDALE PASADENA AIRPORT
F.A.R. PART 161 STUDY
LISTENING SESSION NO. 5**

Hilton Glendale Hotel
Glendale, CA
August 24, 2000
4:00 to 8:00 p.m.

Attendance: 33 people signed in.

The meeting was opened at 4:10 p.m. by Randy Berg, Director of Environmental and Safety Programs for the Burbank Glendale Pasadena Airport Authority. He welcomed those attending the meeting and explained that the purpose of the meeting was to explain the process for the Part 161 Study and to give the public the opportunity to comment on their concerns relating to the study and airport noise in general.

Max Wolfe of Landrum & Brown, the Airport Authority's prime consultant for the study, gave a brief presentation explaining the legal requirements of Federal Aviation Regulation (F.A.R.) Part 161 and the process for the study. He explained that the goal of the process was: "To eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future."

Christine Eberhard of CommuniQuest, a member of the Landrum & Brown Team, explained the procedures for the listening session and began inviting people to speak.

The following seven people spoke:

<i>Name</i>	<i>Representing</i>
1. R.C. Czapiewski	Self
2. Robert Rodine	Self
3. Bob Etter	Self
4. Ron Vanderford	Self
5. Susy Ball	Self
6. Rich Ramirez	Glendale Homeowners Coordinating Council
7. Joan Luchs	Self

Paraphrased comments made by those speaking at the meeting are listed below. The number of people making each comment is indicated in parentheses.

CURFEW AND ENFORCEMENT

157. We support the proposed curfew. (3)

158. Early morning flights are a serious problem. Noise is becoming unbearable from low aircraft overflights. **(1)**
159. Is the proposed curfew mandatory? What kind of flights will be covered by the curfew? **(1)**
[Ed. Note: The proposed curfew would prohibit all flights after 10:00 p.m. and before 7:00 a.m. Exceptions would be allowed for emergencies, delays beyond the control of the aircraft operator, and military operations.]
160. What is the meaning of “significantly reduce” in the stated goal of the study? **(1)**
[Ed. Note: No definition of this term has been made. The first objective of the Part 161 Study is to fully evaluate the proposed curfew that would eliminate nighttime flight noise and determine if the evaluation would justify submission of a formal Part 161 application to the FAA for curfew approval.]

OPERATIONS CAP

161. We demand that the Airport enact the proposed curfew and a cap on flight operations before building the proposed new terminal. **(1)**

NOISE ANALYSIS ISSUES

162. Noise must be considered throughout the full range of frequencies, not just the audible range. **(1)**
163. Nighttime noise disturbs residents and it also disrupts film and video shooting by the studios. That needs to be considered in the study. **(1)**
164. Many helicopters are based at the airport. Helicopter noise is a concern. **(1)**
[Ed. Note: Four helicopters are based at Burbank: 2 by law enforcement agencies, 1 for flight training, 1 by Channel 9.]
165. Aircraft noise has just got worse since the 1930s and 1940s when all we had were propeller aircraft, although it is somewhat better than it was in the 1960s. **(1)**

SAFETY

166. The study should consider the effect of wake turbulence, especially in Sun Valley, where the effect is severe. **(1)**
167. The FAA’s job is to promote aviation safety, but its record is poor. Look at the record with the American Airlines accident in Little Rock, the ValuJet incident, the Alaska Airlines accident. The FAA simply responds to political pressure. **(1)**

COST-BENEFIT ANALYSIS

168. The induced economic effects of the Airport must be analyzed in the study. *(1)*
169. The economic studies of the proposed restriction at Van Nuys Airport done by the City of Los Angeles and the airport users both showed significant economic costs. *(1)*
170. At what point does the FAA make a decision to accept or reject a proposed restriction based on the cost-benefit analysis findings? *(1)*

RUNWAY USE AND FLIGHT ROUTES

171. We need to consider a proposal for 40 to 50 percent of all takeoffs to go to the east. *(1)*
172. How many commercial flights takeoff and land to and from the east? *(1)*

OTHER CONCERNS

The Airport Authority's concerns are different than those of the public. We cannot trust the Airport Authority and its consultants. *(1)*

**SUMMARY OF PUBLIC COMMENTS RECEIVED
THROUGH MAY 2002**

BURBANK GLENDALE PASADENA AIRPORT F.A.R. PART 161 STUDY

SUMMARY OF PUBLIC COMMENTS RECEIVED THROUGH MAY 2002

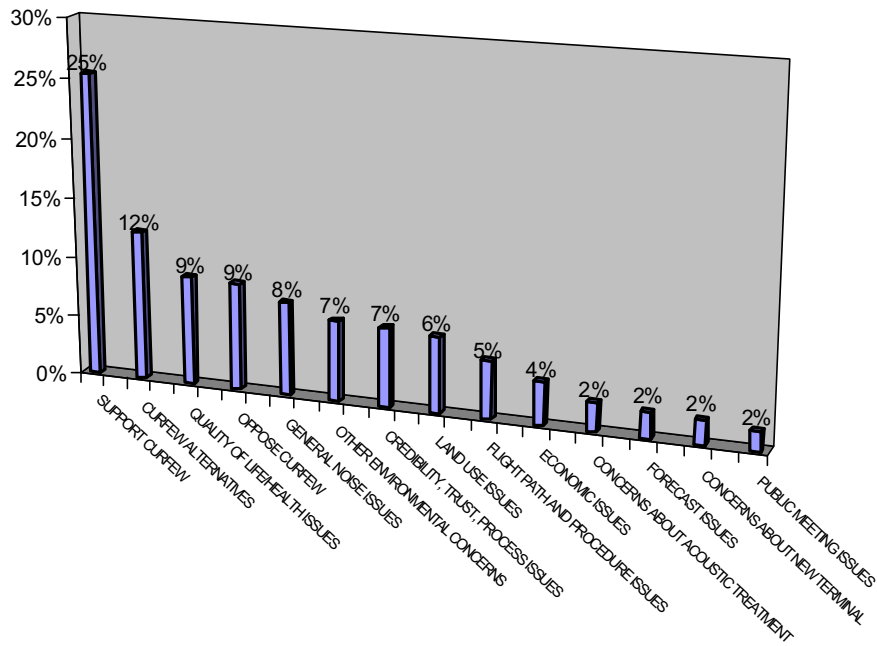
This report summarizes all public comments received about the Part 161 Study through May 2002. Comments have been received from several sources, including public statements made at thirteen public meetings held through May 9, 2002, as well as written comments left at the public meetings or received through the mail, the project web site, or via e-mail to airport management. The accompanying table organizes the comments by categories.

The Part 161 Study is will evaluate a proposed nighttime curfew that would close the airport to landings and takeoffs by all aircraft after 10:00 p.m. and before 7:00 a.m. Certain exceptions would be allowed for emergency operations, military operations, and flights delayed for reasons beyond the control of the operator. The study goal is *“to eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future.”*

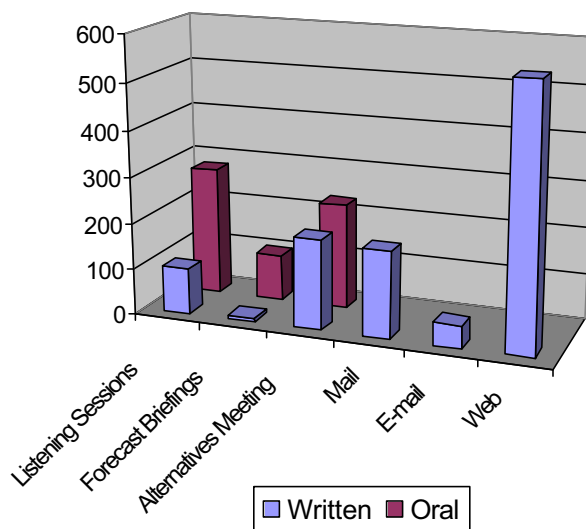
The following charts display the distribution of the comments, by summary category and source. The table immediately following the charts accounts all comments made by individuals about the Part 161 Study and its deliberations through May 2002. One hundred and eight (108) different topics were covered in the comments. They are grouped into 14 broad categories. Separate columns indicate comments made at each of three sets of public meetings, as well as through written communication received through electronic or standard correspondence.

Those persons submitting oral or written correspondence through May 2002 made 1,699 separate comments. Four hundred thirty-one (431) supported the proposed curfew, while 152 were opposed. Another 212 comments were received that related to the alternatives to the full curfew that will be studied during Phase 2 of the Part 161 Study or suggested the extension of restrictions to other periods of the day. Some 82 comments were made about flight patterns and runway usage programs. Another 133 comments were filed on general noise issues, most of which expressed concerns about the level of aircraft noise. The remaining comments were broadly dispersed among a number of issues of local concern, ranging from general quality of life issues, to specific comments about project forecasts, economic considerations, land use, and the way the public meetings were conducted. Comments were also received that addressed other environmental concerns, the proposed new terminal building, the airport’s acoustical treatment program, and the credibility of the planning process.

Public Comments Received from all Sources through 5/31/2002



Comment Sources



**Public Comment Record -- BUR Part 161 Study
(through 5/31/2002)**

Comment Source

Topic	Listening Sessions				Forecast Briefings				Alternatives Meeting				Mailed Comments				Grand Total	Proportion of Total		
	Written		Oral		Written		Oral		Written		Oral		Mail		E-mail				Web	
		Total		Total		Total		Total		Total		Total		Total		Total				Total
SUPPORT CURFEW																				
1 Support proposed curfew	16	63	79	0	0	3	6	9	27	21	48	51	2	144	197	333				
2 Support current voluntary curfew	0	0	0	0	0	0	0	0	0	0	0	1	1	7	9	9				
3 Current nighttime restrictions are ineffective	7	6	13	0	3	0	3	3	4	3	7	2	0	8	10	33				
4 Want curfew enforced -- concerned about loopholes	6	17	23	0	0	0	0	0	2	1	3	1	0	5	6	32				
5 Who will enforce proposed measures	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2				
6 Support longer curfew period	2	3	5	0	1	1	1	1	3	2	5	2	0	9	11	22				
<i>Subtotal</i>	<i>31</i>	<i>89</i>	<i>120</i>	<i>3</i>	<i>10</i>	<i>13</i>	<i>28</i>	<i>65</i>	<i>37</i>	<i>73</i>	<i>142</i>	<i>57</i>	<i>3</i>	<i>173</i>	<i>233</i>	<i>431</i>		25.4%		
OPPOSE CURFEW																				
7 Oppose proposed curfew	0	0	0	0	0	0	0	0	1	1	2	10	23	109	142	144				
8 The curfew issue is political	2	0	2	0	0	0	0	0	1	0	1	1	0	4	5	8				
<i>Subtotal</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>11</i>	<i>23</i>	<i>113</i>	<i>147</i>	<i>152</i>		8.9%		
CURFEW ALTERNATIVES																				
9 Need operations cap in addition to curfew	8	39	47	0	3	3	4	9	4	9	13	9	0	8	17	80				
10 Need passenger cap in addition to curfew	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
11 Distrust effectiveness of voluntary agreements	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3				
12 Consider less restrictive curfew	4	0	4	0	0	0	2	0	2	0	2	6	0	18	24	30				
13 Extend the curfew period for Stage 2 airplanes	0	0	0	0	1	1	0	1	0	1	1	0	0	0	0	2				
14 Need a daytime noise level limit in addition to the curfew	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1				
15 Limit all new scheduled flights to Stage 4 (271 db) aircraft	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2				
16 Limit all operations to Stage 4 (271 db) aircraft	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1				
17 Curfew on 271 db aircraft would be ineffective	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	2				
18 Need noise budget in addition to curfew	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3				
19 Restrict loudest jets, Stage 2 aircraft	2	4	6	0	5	5	1	1	1	1	2	2	0	8	10	23				
20 Exempt light general aviation aircraft from curfew provisions	0	0	0	0	1	1	0	0	0	0	0	1	0	37	38	39				
21 Air traffic growth should go to Palmdale Airport	0	3	3	0	4	4	5	2	7	2	7	2	0	3	5	19				
22 Build new airport in the desert or Valencia/Lancaster	2	1	3	0	0	0	0	0	0	0	0	1	0	0	1	4				
23 Airport Authority should approve airline schedule changes	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
<i>Subtotal</i>	<i>16</i>	<i>51</i>	<i>67</i>	<i>0</i>	<i>15</i>	<i>15</i>	<i>13</i>	<i>18</i>	<i>31</i>	<i>16</i>	<i>31</i>	<i>24</i>	<i>0</i>	<i>75</i>	<i>99</i>	<i>212</i>		12.5%		
FLIGHT PATH AND PROCEDURE ISSUES																				
24 Distribute flights off other runways, paths (east/north takeoffs)	4	15	19	0	3	3	9	11	9	11	20	7	0	14	21	63				
25 Changing longstanding runway use and flight patterns would be unfair	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	4				
26 Flight paths are changing	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	3				
27 Restrict climb procedures to reduce thrust	0	0	0	0	0	0	1	0	1	0	1	1	0	0	1	2				
28 Aircraft fly too low on arrival and climbout	0	0	0	0	0	0	2	2	4	2	4	4	0	1	5	9				
29 General aviation flight paths should be controlled	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1				
<i>Subtotal</i>	<i>4</i>	<i>15</i>	<i>19</i>	<i>0</i>	<i>3</i>	<i>3</i>	<i>15</i>	<i>16</i>	<i>31</i>	<i>16</i>	<i>31</i>	<i>13</i>	<i>0</i>	<i>16</i>	<i>29</i>	<i>82</i>		4.8%		
GENERAL NOISE ISSUES																				
30 Airport noise has increased	4	9	13	0	2	2	6	0	6	0	6	5	0	4	9	30				
31 Noise is louder than noise contours indicate	0	9	9	0	0	0	1	1	1	1	2	0	0	0	0	11				
32 Study noise below 65 CNEL; use actual measurements, not modeling; study single event noise; study all frequencies	3	10	13	0	1	1	0	1	0	1	1	0	0	0	0	12				
33 Noise harms businesses, filmmaking as well as homes	1	2	3	0	1	1	0	0	0	0	0	0	0	0	0	4				
34 Noise is problem all day long, not just at night	11	1	12	0	2	2	3	2	5	1	5	1	0	3	4	23				
35 Noise has increased since building demolition	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
36 Loud private jets are a particular problem	1	0	1	0	1	1	1	6	1	1	7	1	0	1	2	10				
37 Require that quieter planes be built	0	0	0	0	1	1	3	3	3	3	6	2	0	0	2	9				
38 Engine run-up noise is a problem	0	3	3	1	1	2	0	1	2	0	1	2	0	1	3	9				
39 Reverse thrust noise on landing is a problem	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1				

**Public Comment Record -- BUR Part 161 Study
(through 5/31/2002)**

Comment Source

Topic	Listening Sessions				Forecast Briefings				Alternatives Meeting				Mailed Comments				Grand Total	Proportion of Total
	Written		Oral		Written		Oral		Written		Oral		E-mail		Web			
		Total		Total		Total		Total		Total		Total		Total		Total		
40 Helicopter noise is a problem	0	2	0	2	0	0	0	0	3	2	5	0	0	0	0	7	14	
41 Airport noise has decreased	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	5	
42 Nighttime noise not a problem in Sherman Oaks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
43 What is status of Part 150 Study?	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
<i>Subtotal</i>	<i>21</i>	<i>37</i>	<i>1</i>	<i>58</i>	<i>1</i>	<i>9</i>	<i>10</i>	<i>17</i>	<i>17</i>	<i>34</i>	<i>31</i>	<i>13</i>	<i>0</i>	<i>16</i>	<i>31</i>	<i>133</i>	7.8%	
FORECAST ISSUES																		
44 Should look at the regional solution to resolve problems	0	0	0	0	2	2	6	0	0	0	6	4	0	0	0	4	12	
45 Forecasts are too low (based on Aloha and SCAG)	0	0	0	0	9	9	0	0	0	4	4	0	0	0	0	0	13	
46 Suspects that the forecast growth rate is too high or too low	0	0	0	0	10	10	0	1	1	1	1	0	0	0	0	0	11	
47 Forecasts are too high due to 9/11	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	
<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>21</i>	<i>21</i>	<i>7</i>	<i>5</i>	<i>12</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	2.2%	
LAND USE ISSUES																		
48 Property values harmed by noise, air traffic	1	9	0	10	0	3	3	4	3	7	11	4	0	0	7	11	31	
49 Need building code restrictions	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	
50 Need land use restrictions	0	0	0	0	0	0	0	0	2	2	0	0	0	0	8	10	10	
51 Real estate disclosure ineffective/disclosure requirements	0	0	0	0	0	0	0	0	9	9	0	2	0	2	4	13	13	
52 Opposes new school development at Vineland and Case	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	1	
53 Curfew will increase property values	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2	3	
54 Concerned about vibration damage	0	0	0	0	0	0	8	6	6	14	1	1	0	2	3	17	17	
55 Residents are responsible for due diligence in home purchases	0	0	0	0	0	0	0	0	0	0	0	4	7	19	30	30	30	
<i>Subtotal</i>	<i>1</i>	<i>9</i>	<i>0</i>	<i>10</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>14</i>	<i>21</i>	<i>35</i>	<i>58</i>	<i>13</i>	<i>7</i>	<i>38</i>	<i>58</i>	6.3%		
ECONOMIC ISSUES																		
56 Airport is important to economy; costs of curfew will be high	4	6	0	10	0	3	3	1	0	1	32	3	8	21	32	46	46	
57 Consider the induced economic effects of Airport	0	1	0	1	0	0	0	1	0	1	0	0	0	0	3	5	5	
58 Consider effects of proposed curfew on VNY and LAX	0	1	0	1	0	3	3	2	0	2	0	0	0	1	1	7	7	
59 Noise is driving away tax base in wealthy residents and businesses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	
60 Economic benefits of Airport overstated	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
<i>Subtotal</i>	<i>4</i>	<i>10</i>	<i>0</i>	<i>14</i>	<i>0</i>	<i>6</i>	<i>6</i>	<i>5</i>	<i>0</i>	<i>5</i>	<i>36</i>	<i>3</i>	<i>8</i>	<i>25</i>	<i>61</i>	3.6%		
QUALITY OF LIFE/HEALTH ISSUES																		
61 Quality of life is critical, worth the economic tradeoffs	0	2	0	2	0	4	4	1	0	1	24	9	0	15	24	31	31	
62 Concern about sleep deprivation/what is its cost	0	0	1	1	2	3	3	11	6	17	23	8	0	15	23	43	43	
63 Concern about impact of noise on children's learning	0	0	0	0	1	1	4	4	5	8	12	1	0	2	3	12	12	
64 Benefit analysis should include quality of life issues	0	0	0	0	0	0	0	7	5	12	1	1	0	2	3	15	15	
65 Complains about weekend noise - wants longer curfew hours	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3	3	
66 Concern about speech disruption	0	0	0	0	3	3	2	2	1	3	0	3	0	15	18	24	24	
67 Noise is damaging health and hearing	1	2	0	3	0	0	0	6	2	8	1	1	0	5	6	17	17	
68 Acoustical treatment doesn't benefit outdoor lifestyle	0	0	1	1	2	3	3	3	1	4	3	1	0	2	3	10	10	
<i>Subtotal</i>	<i>1</i>	<i>4</i>	<i>2</i>	<i>5</i>	<i>2</i>	<i>12</i>	<i>14</i>	<i>34</i>	<i>21</i>	<i>55</i>	<i>81</i>	<i>24</i>	<i>0</i>	<i>57</i>	<i>81</i>	9.1%		
OTHER ENVIRONMENTAL CONCERNS																		
69 Concerned about safety	4	11	0	15	0	3	3	3	3	6	36	4	5	27	36	60	60	
70 Concerned about air pollution	3	11	0	14	0	2	2	7	12	19	6	3	1	2	6	41	41	
71 Concerned about road traffic in addition to noise	0	3	0	3	0	0	0	3	1	4	1	1	0	0	2	9	9	
72 Environmental justice should not be a consideration	0	0	0	0	0	0	0	0	2	2	2	2	0	0	2	4	4	
<i>Subtotal</i>	<i>7</i>	<i>25</i>	<i>0</i>	<i>32</i>	<i>0</i>	<i>5</i>	<i>5</i>	<i>13</i>	<i>18</i>	<i>31</i>	<i>46</i>	<i>10</i>	<i>7</i>	<i>29</i>	<i>114</i>	6.7%		
CONCERNS ABOUT NEW TERMINAL																		
73 Support building a new terminal	2	0	0	2	0	0	0	0	0	0	0	3	0	0	1	4	6	
74 Oppose new terminal: will create more noise, traffic, etc.	4	11	0	15	0	5	5	2	0	2	1	0	0	3	4	26	26	
75 New terminal location will allow east takeoffs	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	2	2	
<i>Subtotal</i>	<i>6</i>	<i>11</i>	<i>0</i>	<i>17</i>	<i>0</i>	<i>5</i>	<i>5</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>9</i>	<i>4</i>	<i>0</i>	<i>5</i>	<i>9</i>	2.0%		

**Public Comment Record -- BUR Part 161 Study
(through 5/31/2002)**

Comment Source

Topic	Listening Sessions		Forecast Briefings		Alternatives Meeting			Mailed Comments			Grand Total	Proportion of Total
	Written	Oral	Written	Oral	Written	Oral	Total	Mail	E-mail	Web		
CONCERNS ABOUT ACOUSTICAL TREATMENT												
76 Interested in or concerned about sound insulation	3	4	0	1	1	5	14	2	0	7	9	31
77 Airport should give up prescriptive easements	0	1	0	0	0	3	4	0	0	0	0	8
78 Should be reimbursed for pre-installing insulation	0	0	0	0	0	1	0	0	0	0	0	1
79 Clarify number of homes eligible for acoustical treatment	3	5	0	1	1	14	9	2	0	7	9	41
<i>Subtotal</i>												2.4%
PUBLIC MEETING ISSUES												
80 Meeting ads insufficient; meeting time inconvenient	0	5	0	0	0	1	4	0	0	1	1	11
81 Want public meetings and public involvement	1	0	0	0	0	1	0	0	0	0	0	2
82 Release technical materials for public review and analysis	1	0	0	0	0	0	1	0	0	0	0	2
83 Public has right to attend all stakeholder meetings	0	1	0	0	0	1	1	0	0	0	0	2
84 Demonstrate loudness levels in the meetings	0	0	0	0	0	1	0	0	0	0	0	1
85 Objects to time limits on oral speeches	0	0	0	0	0	1	1	0	0	0	0	1
86 Provide clearer definitions of terms in presentations	0	0	0	0	0	0	0	1	0	0	0	1
87 Noise complaint data is inaccurate because people work days	0	0	0	0	0	0	5	0	0	0	0	5
88 Wants to see previous noise maps	0	0	0	0	0	0	1	0	0	0	0	1
89 Wants noise measurement at residence	0	0	1	0	0	1	1	0	0	0	0	2
<i>Subtotal</i>												1.6%
CREDIBILITY, TRUST, PROCESS ISSUES												
90 Don't trust Airport Authority, hasn't kept promises, lack of leadership	1	10	0	1	1	0	11	2	0	2	4	27
91 Concern about where money collected from fines will go	0	0	0	0	0	0	3	0	0	0	0	3
92 Proposes boycott of use of airport to protest noise	0	0	0	0	0	0	5	0	0	0	0	5
93 Volunteers to participate as a stakeholder	0	0	0	0	0	3	3	0	0	0	0	6
94 Send out public questionnaires on process	0	0	0	0	0	1	3	0	0	0	0	4
95 North Hollywood should have a voice in decisions	0	0	0	0	0	0	6	1	0	1	2	8
96 North Hollywood should share in profit from the airport	0	0	0	0	0	1	3	0	0	1	1	5
97 Study should have been done long ago to resolve noise issues	1	0	0	0	0	0	5	1	0	0	1	7
98 No one answers noise complaint line	0	1	0	0	0	5	10	0	0	0	0	11
99 Complaint line rudeness	0	0	0	0	0	2	4	1	0	0	1	7
100 Freeway noise should be studied and compared to aircraft	0	0	0	0	0	1	0	0	0	0	0	1
101 Burbank should buy the airport from Glendale and Pasadena	0	0	0	0	0	1	0	0	0	0	0	1
102 Consultant needs local contact.	0	1	0	0	0	0	0	0	0	0	0	1
103 Don't trust FAA	0	2	2	6	6	1	2	3	1	0	0	12
104 What will the effect be if FAA rejects the curfew?	0	0	0	1	1	0	6	0	0	0	0	7
105 Wants FAA contact persons posted for mailings	0	0	0	0	0	1	3	4	0	0	0	4
106 FAA should come to the meetings	0	0	0	0	0	1	0	0	0	0	0	1
107 Upcoming elections could change FAA appointees	0	1	1	0	0	0	0	0	0	0	0	1
108 Don't like ANCA. Took away community rights.	0	1	0	0	0	0	0	0	0	0	0	1
<i>Subtotal</i>												6.6%
TOTAL COMMENTS	100	278	7	99	106	194	421	187	48	559	794	1699
Distribution of Comment Source												100.0%
												46.7%
												24.8%
												6.2%
												22.2%

Oral Comments

Three series of public meetings were held during Phase One of the Part 161 Study process. These were kickoff Listening Sessions held in August 2000, Forecast Briefings held in June 2001 and Public Meetings held in May 2002.

Listening Sessions

The Airport Authority sponsored five listening sessions in the communities around the Airport on August 21, 22, 23, and 24, 2000. The sessions were held to explain the Part 161 Study process and to offer the public an opportunity to comment on the study.

The listening sessions were held at the following locations and times:

1. Burbank Airport Hilton Hotel, Burbank, August 21, 6:30 p.m. to 9:00 p.m., 74 people signed in, 22 spoke, and five submitted written comments.
2. Glenwood Elementary School, Sun Valley, August 22, 2:00 p.m. to 4:30 p.m., 25 people signed in, eight spoke, and two submitted written comments.
3. Beverly Garland's Holiday Inn, North Hollywood, August 22, 6:30 p.m. to 9:00 p.m., 85 people signed in, 22 spoke, and none submitted written comments.
4. Radisson Valley Center Hotel, Sherman Oaks, August 23, 6:30 p.m. to 9:00 p.m., 27 people signed in, 13 spoke, and none submitted written comments.
5. Hilton Glendale Hotel, Glendale, August 24, 4:00 p.m. to 8:00 p.m., 33 people signed in, seven spoke, and none submitted written comments.

Two hundred seventy-eight (278) oral comments were recorded at the August listening sessions. Eighty-nine supported the proposed curfew. Another 51 expressed support for other limits on flights, with 39 supporting a cap on the maximum number of flights. Thirty-seven comments expressed various general noise concerns, most of which involved concerns about high aircraft noise levels. Twenty-five comments were made about other environmental concerns, namely safety, air pollution, and road traffic, while 16 comments expressed concern about the credibility of the study and the Airport Authority, while 15 comments advocated the redistribution of flight patterns. The remaining concerns addressed property values, other economic issues, and opposition to construction of a new terminal. While no comments were made at the listening sessions explicitly opposing the proposed curfew, six expressed concerns about the economic impacts of a curfew and were most likely opposed to the proposal.

Forecast Briefings

During the week of June 18, 2001, the Airport Authority sponsored a series of four public briefings to disclose draft forecasts of aviation activity for the period between 2003 and 2015. Each session consisted of a consultant briefing on the purpose of the Part 161 study and a review of the draft forecasts, followed by a public comment period open to any participant.

The forecast briefings were held at the following locations and times:

1. Burbank Airport Hilton Hotel, Burbank, June 18, 6:30 p.m. to 9:00 p.m., 52 people signed in, 27 spoke, and three submitted written comments.
2. Beverly Garland's Holiday Inn, North Hollywood, June 19, 6:30 p.m. to 9:00 p.m., 23 people signed in, 8 spoke, and none submitted written comments
3. Roscoe Elementary School, Sun Valley, June 20, 6:30 p.m. to 9:00 p.m., 8 people signed in, three spoke, and none submitted written comments.
4. Hilton Glendale Hotel, Glendale, June 21, 6:30 p.m. to 9:00 p.m., 6 people signed in, four spoke, and none submitted written comments.

A total of 99 comments were recorded at the Forecast Briefings. Of these, 10 supported the proposed full nighttime curfew, none opposed it and 15 suggested additional or alternative restrictions on activity. Some 21 comments were made regarding the forecasts or their accuracy, while 12 comments related to the quality of life present in the airport environs. The remaining 41 comments were broadly distributed among the remaining seven categories of comment.

Revised Forecast and Alternatives Meetings

During the week of May 6, 2002, the Airport Authority sponsored a series of four public briefings to present revised forecasts of aviation activity for the period between 2003 and 2015, as well as the consultant's recommendations for alternatives to be evaluated to meet the statutory requirements of Part 161. Each session consisted of a consultant briefing on the purpose of the Part 161 study, a review of the revised forecasts based on the lingering effects of the downturn in the economy and the terrorist attacks of 9/11, and the recommended alternatives. The presentation was followed by a public comment period open to any participant. Where practical, Authority members, Authority staff or consultants responded to public questions or requests for additional information.

The forecast briefings were held at the following locations and times:

1. Burbank Airport Hilton Hotel, Burbank, June 18, 6:30 p.m. to 9:00 p.m., 214 people signed in, 24 spoke, and 24 submitted written comments.
2. Beverly Garland's Holiday Inn, North Hollywood, June 19, 6:30 p.m. to 9:00 p.m., 195 people signed in, 35 spoke, and 20 submitted written comments
3. Roscoe Elementary School, Sun Valley, June 20, 6:30 p.m. to 9:00 p.m., 107 people signed in, ten spoke, and 5 submitted written comments.
4. Hilton Glendale Hotel, Glendale, June 21, 6:30 p.m. to 9:00 p.m., 50 people signed in, ten spoke, and 9 submitted written comments.

As a result of an intensified publicity campaign, including a letter of invitation mailed to over 147,000 residences within zip codes that were the source of the greatest numbers of noise complaints about the airport, the attendance at the third round of meetings was significantly greater than had been experienced at the Forecast Briefings. A total of 556 individuals actually registered their attendance, while many more attended the Hilton Burbank session as more space was added to accommodate the overflow crowd.

Of the nearly 600 persons attending the meeting, 79 orally presented their comments, resulting in 227 separate recorded comments. At these meetings, the issue of credibility, trust and process was the subject of twice as many comments (59) as support of the curfew (28), and received nearly three times as many comments as any other issue. The comments were broadly distributed across all categories except terminal concerns and economic issues.

Written Comments

Written comments left at the public meetings, mailed to the Airport or the Consultant, or posted on the project web site account for 1,095 of the 1,699 comments received through the end of May 2002. While the general public takes the opportunity to express its views through both the oral and written comment process, those opposed to the imposition of the proposed curfew make their views known through the written word.

More than half (54%) of all written comments directly addressed the issue of the curfew or alternatives to it. Approximately 28% of all written comments expressed support for the full curfew, 14% opposed the implementation of any curfew, while 12% suggested alternatives to it or demanded additional restrictions. Of the remaining comment categories, another 10% expressed concern about a decline in the quality of life without a curfew, while general noise, land use and other environmental issues were each the subject of more than 6% of all written comments received. The remaining 18% of all written comments were distributed among the remaining six comment categories.

Summary

The accompanying charts summarize all comments received thus far. The first chart provides a display of the distribution of the various comments received among the thirteen comment categories. About 25% of all comments supported the proposed curfew, while 9% opposed it. Another 13% advocated other limits on airport operations. Approximately five percent supported redistribution of flight paths to share the noise equitably among the neighboring communities. About eight percent of the comments expressed various other airport noise concerns, with most expressing the view that airport noise is too great. Six percent were concerned about land use issues, including proponents of the curfew who saw potential harm to residential property values caused by aircraft noise, while those opposed to the curfew felt airport neighbors should have used due diligence prior to purchasing property near the airport. Four percent raised various economic issues, with most stating that the economic costs of the curfew to the community would be significant. Two percent felt the forecasts were either too low or that a regional solution to aviation needs was not adequately addressed. Seven percent were concerned about other environmental issues, including air pollution, airport safety, and road traffic associated with continued airport growth. Nine percent expressed concerns about the quality of life in the area. Two percent raised concerns about the proposed new terminal, with most opposing its construction. Two percent had issues with the airport's current acoustical treatment program. Another two percent had concerns about the public meeting process. Finally, six percent raised an assortment of issues relating to the credibility of the Airport Authority, the FAA, and the Part 161 Study itself.

**ANNOUNCEMENTS OF AVAILABILITY OF DRAFT
PART 161 APPLICATION AND OPENING OF
OFFICIAL COMMENT PERIOD**

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation published 7 times weekly in the Cities of Los Angeles, Burbank and San Fernando, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

March 31, 2008

all in the year 20 08

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Woodland Hills,

California, this 31st day of March, 2008

Signature

Proof of Publication of

Notice of Proposed Mandatory Curfew At Bob Hope Airport

NOTICE OF PROPOSED



Bob Hope Airport

1. INTRODUCTION

Pursuant to FAR Part 161.303, the Burbank-Glendale-Pasadena Airport Authority hereby provides notice of a proposed restriction on aircraft operations. Specifically the Airport Authority has prepared a draft application to the Federal Aviation Administration (FAA) for approval of a mandatory nighttime curfew on takeoffs and landings at Bob Hope Airport, located principally in Burbank, California and partially in Los Angeles, California. The draft application has been prepared in compliance with Federal Aviation Regulation (FAR) Part 161, Subpart D. This public notice also invites public comment on the proposed restriction.

2. DESCRIPTION OF PROPOSED MANDATORY CURFEW

The proposed restriction would prohibit all landings and takeoffs from 10:00 p.m. through 6:59 a.m. The proposed restriction would affect all aircraft operating during the curfew hours, including aircraft in compliance with FAR Part 36, Stage 3 noise levels.

Aircraft engaged in law enforcement, fire fighting, medical emergencies, military operations, or with declared in-flight emergencies would be exempted from the curfew.

Aircraft delayed by weather conditions, mechanical problems, or air traffic control would be permitted to land and takeoff during a one-hour grace period from 10:00 p.m. through 10:59 p.m.

3. NEED FOR AND MANDATORY CURFEW

Nighttime aircraft noise at Bob Hope Airport has attempted to address a number of measures, including nighttime curfew on a standing those efforts reduction in the Airport contour since 1978, but now forecasted to grow increase in operations

The Airport Authority the proposed curfew effective measure to goal of eliminating or nighttime noise at the

4. AIRCRAFT OPERATIONS AFFECTED BY PROPOSED MANDATORY CURFEW

Under the proposed restriction operators currently use the proposed curfew affected, except for the exceptions in Section operators include passenger carriers, and air taxi

5. PROPOSED EFFECTIVE DATE AND METHOD OF ADOPTION

The proposed curfew after FAA approval of actual date of implementation upon FAA action. The would be adopted as a by resolution of the Airport Authority

6. ANALYSIS OF PROPOSED RESTRICTION

Based on the Airport Authority the proposed curfew statutory conditions for approval. The project proposed restriction costs, with a benefit-cost full curfew would provide benefits and \$55.4

The specific language mandatory curfew and compliance, the draft the restriction, and the proposed curfew, requires (Section 161.303)

NOTICE OF PROPOSED MANDATORY CURFEW AT BOB HOPE AIRPORT

1. INTRODUCTION

Pursuant to Federal Aviation Regulation (FAR) Part 161.303, the Burbank-Glendale-Pasadena Airport Authority hereby provides notice of a proposed restriction on aircraft operations. Specifically, the Burbank-Glendale-Pasadena Airport Authority has prepared a draft application to the Federal Aviation Administration (FAA) for approval of a mandatory nighttime curfew on all takeoffs and landings at Bob Hope Airport in Burbank, California, as described in detail in Section 2, below. The draft application has been prepared in compliance with FAR Part 161, Subpart D.

2. DESCRIPTION OF PROPOSED MANDATORY CURFEW

The wording of the proposed restriction is as follows:

Curfew on Nighttime Operations: No takeoffs or landings shall be permitted at Bob Hope Airport from 10:00 p.m. through 6:59 p.m., subject to the following exceptions.

Exceptions: Aircraft engaged in the following activities shall be permitted to land at and take off from the Airport between the hours of 10:00 p.m. and 6:59 a.m.:

1. Law enforcement and fire fighting, disaster relief operations, operations by aircraft owned or operated by the armed forces of the United States, and civilian aircraft operated in support of military operations.
2. Medical flight aircraft engaged in active emergency operations for the transportation of patients or human organs.
3. Aircraft operating with declared in-flight emergencies for which Bob Hope Airport is identified as the appropriate landing facility.
4. Aircraft delayed in landing or takeoff by weather conditions, mechanical problems, or air traffic control; provided however, that this exception shall not authorize any landing or takeoff between 11:00 p.m. and 6:59 a.m.

Upon the request of the Airport Authority, the aircraft operator or pilot in command shall document or demonstrate the precise emergency or delay necessitating an aircraft arrival or departure operation at the Airport between the hours of 10:00 p.m. and 6:59 a.m. (in the case of exceptions 3 and 4, only).

Enforcement: Violators shall be penalized by the following fines and sanctions, based on the number of violations in a consecutive 12-month period, as follows:

1st Violation – fine equal to the fine for violation of Airport Noise Rule 9 (\$3,671 as of April 2007)

2nd Violation – 200% of the fine for the first violation (\$7,342)

3rd Violation – 300% of the fine for the first violation (\$11,013)

4th Violation – 400% of the fine for the first violation (\$14,684) and action to ban access or terminate the violator’s lease for a period of 12 months

Fines shall be adjusted annually for inflation in accordance with Airport Authority policy.

Effective Date: The curfew shall become effective 60 days after approval by the Airport Authority.

The proposed restriction would affect all aircraft operating during the curfew hours, including aircraft in compliance with FAR Part 36, Stage 3 noise levels.

3. NEED FOR AND GOAL OF PROPOSED MANDATORY CURFEW

Nighttime aircraft noise at Bob Hope Airport has been a problem that the Airport Authority has addressed through a number of measures, including the current voluntary nighttime curfew on air carriers. Notwithstanding those efforts and the historical reduction in the Airport’s 65 CNEL noise contour since 1978, the 65 CNEL contour is now forecasted to grow, consistent with published forecasts of growth in operations at all commercial service airports in Southern California over the next decade.

The Airport Authority has determined that the proposed curfew is the most cost-effective measure to achieve its announced goal of eliminating or significantly reducing nighttime noise at the Airport.

4. AIRCRAFT OPERATORS AND AIRCRAFT TO BE AFFECTED

Under the proposed restriction, all aircraft operators currently using the Airport during the proposed curfew hours would be affected, except for those listed as “exceptions” in Section 2, above. Affected operators include passenger carriers, cargo carriers, and air taxi and general aviation.

5. PROPOSED EFFECTIVE DATE AND METHOD OF ADOPTION

The proposed curfew would become effective after FAA approval of the Application. The actual date of implementation will depend upon FAA action. The proposed curfew would be adopted as an Airport Noise Rule by resolution of the Airport Authority.

6. ANALYSIS OF PROPOSED CURFEW

Based on the Airport Authority's analysis, the proposed curfew should satisfy the six statutory conditions required for FAA approval. The projected benefits of this proposed restriction (\$67.20 million) outweigh the projected costs (\$55.42 million), with a benefit-cost ratio of 1.21.

The benefits of the proposed curfew would include savings to the Airport's residential acoustical treatment program, increased residential property values, and a decrease in disturbance to residents near the airport.

The costs of the proposed curfew would be borne largely by cargo carriers and courier services. The next most impacted category of users would be operators of general aviation jet aircraft (corporate aviation). The least impacted category would be the passenger carriers, because most carriers comply with the current voluntary curfew, which applies during the same hours as the proposed mandatory curfew.

The draft implementing resolution and the full analysis of the proposed curfew, required by FAR Part 161 (Section 161.305), is available for public review on the Airport Authority's website, <http://www.burbankairport.com/part161/index.html>, and at the following locations:

The Office of the City Manager,
City of Burbank
275 East Olive Ave.
Burbank, California 91501

The Office of the City Manager,
City of Glendale
613 E. Broadway, Room 200
Glendale, CA 91206

The Office of the City Manager,
City of Pasadena
100 N. Garfield Ave.
Pasadena, California 91109

Burbank Central Library
110 N. Glenoaks Blvd.
Burbank, California 91502

Northwest Branch Library
3323 W. Victory Blvd.
Burbank, California 91505

Buena Vista Branch Library
300 N. Buena Vista St.
Burbank, CA 91505

Glendale Central Library
222 E. Harvard
Glendale, California 91205-1075

Los Angeles Central Library
630 W. 5th St.
Los Angeles, CA 90071

Los Angeles Public Library
Sun Valley Branch
7935 Vineland
Sun Valley, California 91352

Los Angeles Public Library
North Hollywood Regional
5211 Tujunga Avenue,
North Hollywood, CA 91601

Los Angeles Public Library
Pacoima Branch
13605 Van Nuys Boulevard
Pacoima, CA 91331

Los Angeles Public Library
Studio City Branch
12511 Moorpark Street
Studio City, CA 91604

Los Angeles Public Library
Panorama City Branch
14345 Roscoe Boulevard
Panorama City, CA 91402

Los Angeles Public Library
Valley Plaza Branch
12311 Vanowen Street
North Hollywood, CA 91605

Los Angeles Public Library
Sherman Oaks Branch
14245 Moorpark Street
Sherman Oaks, CA 91423

Los Angeles Public Library
Van Nuys Branch
6250 Sylmar Ave.
Van Nuys, CA 91401

Pasadena Public Library
285 E. Walnut St.
Pasadena, California 91101

7. OPPORTUNITY FOR PUBLIC COMMENT

The Airport Authority will accept comments on the proposed curfew until 11:59 p.m., May 14, 2008. Comments may be sent to the following address:

Part 161 Study Comment Docket
Burbank-Glendale-Pasadena Airport Authority
Bob Hope Airport
2627 Hollywood Way
Burbank, CA 91505
Fax: (818) 840-0651

Comments may also be filed electronically at the following website:
<http://www.burbankairport.com/part161/index.html>.

A public information workshop is scheduled for Monday, April 14, 2008 from 3:00 p.m. to 7:00 p.m. at the Skyroom in the Airport Authority's office suite at Airport Terminal A, 2627 Hollywood Way, Burbank, CA 91505.

A public hearing is scheduled for Monday, May 12, 2008 at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way, Burbank, CA 91505.

8. FOR MORE INFORMATION

A full copy of the Draft FAR Part 161 Application, including the full text of the proposed restriction, proposed sanctions, and technical analyses, may be requested from the Airport Authority, at the address noted above, and at the following telephone number: (818) 840-8840.

**PARTIES RECEIVING WRITTEN NOTICE OF OFFICIAL DRAFT FAR PART 161 APPLICATION
AND OPPORTUNITY FOR COMMENT
Bob Hope Airport FAR Part 161 Study**

<u>Incumbent Airlines</u>
Alaska Airlines
American Airlines
Ameriflight, Inc.
Delta Airlines
Federal Express, Inc.
Horizon Air / Alaska Air
JetBlue Airways Corp.
Mesa Airlines/Freedom Airlines
Skybus
SkyWest Airlines
Southwest Airlines
United Airlines
United Parcel Service
US Airways

<u>National Airlines Not Currently Serving the Airport</u>
AirTran
Aloha Airlines
Continental Airlines
Express Jet
Frontier Airlines
Hawaiian Airlines, Inc.
Midwest Airlines, Inc.
North American Airlines
Northwest Airlines
Spirit Airlines, Inc.
Virgin America
World Airways

<u>Cargo Airlines Not Currently Serving the Airport</u>
ASTAR Air Cargo
Atlas Air, Inc.
Evergreen International Airlines
Katlitta Air
Lynden Air Cargo
Northern Air Cargo
Polar Air Cargo Worldwide, Inc.

<u>Charter Airlines</u>
Allegiant Air
American Trans Air
Champion Air
EOS Airlines
Primaris Airlines
Ryan International Airlines
Sky King
Sky West Ground/ Ryan International
Team Jet/Sports Jet
Vulcan Flight Management/ Vulcan, Inc.

<u>Non-Scheduled On-Demand Carriers</u>
Aero Jet Services, LLC
Air Cal
Cessna Aircraft Co.
Executive Flight, Inc.
Marcare Aviation
NetJets
Yecny Enterprises, Inc.

<u>Fixed Base Operators</u>
Mercury Air Center
Million Air, Burbank

<u>Based Corporate Aircraft</u>
AvJet Corporation
Casden Aircraft Leasing, LLC
Chartwell Aviation Services
Dreamworks Aviation
Earth Star, Inc. / Disney
Fleet Unlimited, Inc.
Garmin AT, Inc.
GE Capital Corp
Group 3 Aviation, Inc.
Helinet Aviation Services
J. G. Boswell Company
Malpaso Productions, Ltd.
Mike Post Productions
Millenium Holdings
Occidental Petroleum
Sierra Land Group Inc.
Talon International
The Apogee Companies Inc.
TWC Aviation
Urban Holdings
Warner Bros / GTC

<u>T-Hangar Tenants</u>
Richard Bradley
Mark Brown
Cris Cretaire
Digicam Co.
Stephen Dorris
Serge Genitempo
John Hales
Joe Henry
Huw Holwill
Charles Phelan
Rec Management
Ray Smart
Stacy Medical
Wright Flight Aviation, c/o Panoply Pictures

**PARTIES RECEIVING WRITTEN NOTICE OF OFFICIAL DRAFT FAR PART 161 APPLICATION
AND OPPORTUNITY FOR COMMENT (continued)**

Bob Hope Airport FAR Part 161 Study

Other Airport Tenants

Aircraft Service Int'l Group
Airnet Communications
Alliance Airport Advertising
AON Risk Services, Inc.
Bank of America
Burbank Sanitary Supply, dba
Airport Barbershop
Central Parking System
Certified Folder Display
Conceptual Perceptions, Inc.
Cushman & Wakefield
Datawave Services
Desmond's Studio Production
Services
G & S Mechanical USA
Lockheed Federal Credit Union
Metropolitan Culinary Services
The Paradies Shops
Pro-Tec Fire Services, Ltd.
S & A Enterprises
SBC Public Communications
Serviceair & Shell Fuel Services
Smart Carte, Inc.
Sunrise Ford
TBI Airport Management, Inc.
T-Mobile
24 Hour Flowers
24/7 Studio Equipment
United Auto and Truck
Verizon Wireless
VSP Parking
World Service West
Wurzel Landscape

Rental Car Companies

Advantage Rent-A-Car
All Rite Rent-A-Car
ANC Rental Corporation
Avis Rent-A-Car System
Budget Rent-A-Car
Discovery Rent-A-Car
Enterprise Rent-A-Car
Hertz Rent-A-Car
National Car Rental System
Rent4Less Car Rental

Taxicab and Shuttle Services

City Cab
Express Shuttle
Five Star Transportation
Glendale Airport Van
Karmel Shuttle Service
Prime Time Shuttle
Roadrunner Shuttle
Super Shuttle
Yellow Cab/Checker Cab

Hotels

The Garciela Burbank Hotel
Hilton L.A. North/Glendale
Holiday Inn, Burbank
Marriott Burbank Airport
Ramada Inn Burbank

Governmental Officials

California Division of Aeronautics
City of Burbank, City Manager
and City Attorney
City of Glendale, City Manager
City of Los Angeles, Mayor and
City Attorney
City of Pasadena, City Manager
County of Los Angeles, County
Counsel & Department of Public
Works
FAA, BUR Air Traffic Control
Manager
FAA Office of Airport Planning
and Programming
Transportation Security
Administration, BUR Federal
Security Director
Office of Administrative Hearings

Aviation Trade Groups

Air Carrier Association of America
Air Transport Association
Aircraft Owners and Pilots
Association
Cargo Airline Association
National Business Aviation
Association
Regional Airlines Association

Local Business Associations

Burbank Chamber of Commerce
Glendale Chamber of Commerce
Greater San Fernando Valley Chamber
of Commerce
Pasadena Chamber of Commerce
Sherman Oaks Chamber of Commerce
Studio City Chamber of Commerce
Sun Valley Area Chamber of
Commerce
Universal City/North Hollywood
Chamber of Commerce
Valley Industry & Commerce
Association



News Release

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

2627 Hollywood Way, Burbank, CA 91505

(818) 840-8840 (818) 848-1173 FAX

WWW.BOBHOPEAIRPORT.COM

CONTACT: VICTOR J. GILL

FOR IMMEDIATE RELEASE

TELEPHONE: (818) 840-8840

AIRPORT AUTHORITY GRANTS FAA REQUEST FOR 30-DAY EXTENSION OF COMMENT PERIOD ON FULL NIGHTTIME CURFEW PROPOSAL

Comment Period Had Been Scheduled to Close May 14; Will Now Run Through June 13

BURBANK, Calif., May 6, 2008 – The Burbank-Glendale-Pasadena Airport Authority voted yesterday to approve a written request from the Federal Aviation Administration (FAA) to add 30 days to the public comment period regarding the Authority’s proposed application for a mandatory 10:00 p.m. to 6:59 a.m. curfew at Bob Hope Airport.

The Authority had originally opened a 45-day public comment period on the Part 161 Study running from March 31 through May 14, but in a letter dated April 30, FAA Associate Administrator for Airports D. Kirk Shaffer advised that the agency sought to comment on the Authority’s benefit-cost analysis and requested a 30-day extension to allow additional time to complete its response.

“This is the first Stage 3 restriction proposal completed since the FAA issued Part 161. Comprehensive FAA input on the draft analysis will require expert review from several organizations with the FAA. Because of this, we ask the BGPAA to extend the public comment period by an extra 30 days,” Shaffer wrote.

All parties interested in submitting comments on the Part 161 Study will be able to take advantage of the extended comment period. Organizations and members of the public are invited to provide

(more)

CURFEW
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comments and ask questions regarding the proposed submittal of a Part 161 application via either of the Authority's websites, www.bobhopeairport.com or www.burbankairport.com. There will also be a public hearing on May 12 at the Burbank Airport Marriott Hotel, beginning at 6:00 p.m.

An executive summary and the entire text of the proposed application to the FAA are available on the Authority's websites, as well as libraries in Burbank, Glendale, Pasadena and Los Angeles.

The proposed submittal to the FAA is the culmination of an eight-year study by the Authority to identify and quantify a cost-effective measure to dramatically improve the quality of life for the airport adjacent communities by a significant reduction of aviation-related nighttime noise.

The study concluded that the monetized benefits of a full mandatory curfew amounting to \$67 million would outweigh costs to airlines, passengers, cargo carriers and general aviation totaling \$55 million. Under the FAA's Part 161 requirements, aviation access restrictions are required to have a positive benefit-cost ratio, although achieving a positive ratio is not a guarantee that the FAA will approve a proposed curfew.

The proposed Bob Hope Airport curfew would be the nation's first restriction on Stage 3 jets since the U.S. Congress passed the Airport Noise and Capacity Act of 1990, which barred airport imposition of new access restrictions unless approved by the FAA. The Airport Authority will act on submittal of a formal application following the conclusion of the public comment period. That action, originally scheduled for mid-June 2008, will be delayed and will be rescheduled at a later date.

Notice of Extension of FAR Part 161 Comment Period

May 9, 2008

The Burbank-Glendale-Pasadena Airport Authority is extending by 30 days the comment period regarding the Authority's proposed application for a mandatory 10:00 p.m. to 6:59 a.m. curfew at Bob Hope Airport. **The comment period will now close at 11:59 p.m. on June 13, 2008.**

The Airport Authority has published a draft application to the Federal Aviation Administration for approval of the mandatory curfew. Organizations and individuals are invited to provide comments and ask questions regarding the proposed submittal of the Part 161 application. Comments may be sent to the following address:

Part 161 Study Comment Docket
Burbank-Glendale-Pasadena Airport Authority
Bob Hope Airport
2627 Hollywood Way
Burbank, CA 91505
Fax: (818) 840-0651

Comments may also be filed electronically at the following website:

<http://www.burbankairport.com/part161/index.html>.

A public hearing is scheduled for Monday, May 12, 2008 at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way, Burbank, CA 91505.

The draft implementing resolution and the full analysis of the proposed curfew, required by FAR Part 161 (Section 161.305), is available for public review on the Airport Authority's website, noted above, and at the following locations:

The Office of the City Manager,
City of Burbank
275 East Olive Ave.
Burbank, California 91501

The Office of the City Manager,
City of Pasadena
100 N. Garfield Ave.
Pasadena, California 91109

The Office of the City Manager,
City of Glendale
613 E. Broadway, Room 200
Glendale, CA 91206

Burbank Central Library
110 N. Glenoaks Blvd.
Burbank, California 91502

Northwest Branch Library
3323 W. Victory Blvd.
Burbank, California 91505

Buena Vista Branch Library
300 N. Buena Vista St.
Burbank, CA 91505

Glendale Central Library
222 E. Harvard
Glendale, California 91205-1075

Los Angeles Central Library
630 W. 5th St.
Los Angeles, CA 90071

Los Angeles Public Library
Sun Valley Branch
7935 Vineland
Sun Valley, California 91352

Los Angeles Public Library
North Hollywood Regional
5211 Tujunga Avenue,
North Hollywood, CA 91601

Los Angeles Public Library
Pacoima Branch
13605 Van Nuys Boulevard
Pacoima, CA 91331

Los Angeles Public Library
Panorama City Branch
14345 Roscoe Boulevard
Panorama City, CA 91402

Los Angeles Public Library
Sherman Oaks Branch
14245 Moorpark Street
Sherman Oaks, CA 91423

Los Angeles Public Library
Studio City Branch
12511 Moorpark Street
Studio City, CA 91604

Los Angeles Public Library
Valley Plaza Branch
12311 Vanowen Street
North Hollywood, CA 91605

Los Angeles Public Library
Van Nuys Branch
6250 Sylmar Ave.
Van Nuys, CA 91401

Pasadena Public Library
285 E. Walnut St.
Pasadena, California 91101

A full copy of the Draft FAR Part 161 Application, including the full text of the proposed restriction, proposed sanctions, and technical analyses, may be requested from the Airport Authority, at the address noted above, and at the following telephone number: (818) 840-8840.

PUBLIC WORKSHOP – APRIL 14, 2008

Notice of Public Comment Invitation Related to Proposed Mandatory Nighttime Curfew at Bob Hope Airport

d. April 5-6, 2008



Bob Hope Airport

The Burbank-Glendale-Pasadena Airport invites public comment related to its Part 161 Study, which proposes a mandatory curfew at the Airport from 10:00 p.m. to 6:59 a.m. The Study is being prepared for submittal to the Federal Aviation Administration (FAA).

The Airport Authority has determined that the proposed curfew is the most cost-effective measure to achieve its goal of eliminating or significantly reducing nighttime noise at the Airport.

The public comment period is from March 31 to May 14, 2008.

The full text of the Part 161 Study and analysis of the proposed curfew is available for public review as shown below.

Comment Opportunities

- Bob Hope Airport websites:
<http://www.bobhopeairport.com/part161/index.html>
<http://www.burbankairport.com/part161/index.html>
- Public Workshop: In-person review of materials and recorded comment opportunity. Monday, April 14, 2008, from 3:00 p.m. to 7:00 p.m. at the Airport's Skyroom located in Terminal A, 2627 Hollywood Way.
- Public Hearing: May 12, 2008, beginning at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way.
- Written Comments: Part 161 Comment Docket, Burbank-Glendale-Pasadena Airport Authority, Bob Hope Airport, 2627 Hollywood Way, Burbank, CA 91505. Fax: (818) 848-1173

1061

4-9-08

Notice of Public Comment Invitation Related to Proposed Mandatory Nighttime Curfew at Bob Hope Airport



Bob Hope Airport

The Burbank-Glendale-Pasadena Airport invites public comment related to its Part 161 Study, which proposes a mandatory curfew at the Airport from 10:00 p.m. to 6:59 a.m. The Study is being prepared for submittal to the Federal Aviation Administration (FAA).

The Airport Authority has determined that the proposed curfew is the most cost-effective measure to achieve its goal of eliminating or significantly reducing nighttime noise at the Airport.

The public comment period is from March 31 to May 14, 2008.

The full text of the Part 161 Study and analysis of the proposed curfew is available for public review as shown below.

Comment Opportunities

- Bob Hope Airport websites:
<http://www.bobhopeairport.com/part161/index.html>
<http://www.burbankairport.com/part161/index.html>
- Public Workshop: In-person review of materials and recorded comment opportunity. Monday, April 14, 2008, from 3:00 p.m. to 7:00 p.m. at the Airport's Skyroom located in Terminal A, 2627 Hollywood Way.
- Public Hearing: May 12, 2008, beginning at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way.
- Written Comments: Part 161 Comment Docket, Burbank-Glendale-Pasadena Airport Authority, Bob Hope Airport, 2627 Hollywood Way, Burbank, CA 91505. Fax: (818) 848-1173

1 of 1

Notice of Public Comment Invitation Related to Proposed Mandatory Nighttime Curfew at Bob Hope Airport

4-9-08



Bob Hope Airport

The Burbank-Glendale-Pasadena Airport invites public comment related to its Part 161 Study, which proposes a mandatory curfew at the Airport from 10:00 p.m. to 6:59 a.m. The Study is being prepared for submittal to the Federal Aviation Administration (FAA).

The Airport Authority has determined that the proposed curfew is the most cost-effective measure to achieve its goal of eliminating or significantly reducing nighttime noise at the Airport.

The public comment period is from March 31 to May 14, 2008.

The full text of the Part 161 Study and analysis of the proposed curfew is available for public review as shown below.

Comment Opportunities

- Bob Hope Airport websites:
<http://www.bobhopeairport.com/part161/index.html>
<http://www.burbankairport.com/part161/index.html>
- Public Workshop: In-person review of materials and recorded comment opportunity. Monday, April 14, 2008, from 3:00 p.m. to 7:00 p.m. at the Airport's Skyroom located in Terminal A, 2627 Hollywood Way.
- Public Hearing: May 12, 2008, beginning at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way.
- Written Comments: Part 161 Comment Docket, Burbank-Glendale-Pasadena Airport Authority, Bob Hope Airport, 2627 Hollywood Way, Burbank, CA 91505. Fax: (818) 848-1173

10/11

Day/Date Wed 4-9-08

Notice to All Burbank Residents:

On **March 31st** the Burbank-Glendale-Pasadena Airport Authority commenced a 45-day public comment period (closing on May 14th at 11:59 p.m.) regarding its proposed application to the Federal Aviation Administration (FAA) for a mandatory curfew at the Bob Hope Airport from 10:00 p.m. to 6:59 a.m.

During this period, members of the public and organizations are invited to provide comments and ask questions regarding the proposed submittal of the Part 161 application. The City of Burbank encourages all residents to submit their comments and questions to the Airport Authority:

At the **April 14th Public Workshop** between 3:00 p.m. and 7:00 p.m. at the Burbank Airport Sky Room in Terminal A;

At the **May 12th Public Hearing** at 6:00 p.m. at the Burbank Airport Marriott Hotel;

OR

Via either of the Authority's websites:

<http://www.bobhopeairport.com> or <http://www.burbankairport.com>.

The Executive Summary and entire text of the proposed application to the FAA are available on the Airport Authority's websites; the City of Burbank's website: www.BurbankUSA.com; in the City Clerk's Office at City Hall; and at all Burbank Public Libraries.

Notice of Public Comment Invitation Related to Proposed Mandatory Nighttime Curfew at Bob Hope Airport

4-11-08



Bob Hope Airport

The Burbank-Glendale-Pasadena Airport invites public comment related to its Part 161 Study, which proposes a mandatory curfew at the Airport from 10:00 p.m. to 6:59 a.m. The Study is being prepared for submittal to the Federal Aviation Administration (FAA).

The Airport Authority has determined that the proposed curfew is the most cost-effective measure to achieve its goal of eliminating or significantly reducing nighttime noise at the Airport.

The public comment period is from March 31 to May 14, 2008.

The full text of the Part 161 Study and analysis of the proposed curfew is available for public review as shown below.

Comment Opportunities

- Bob Hope Airport websites:
<http://www.bobhopeairport.com/part161/index.html>
<http://www.burbankairport.com/part161/index.html>
- Public Workshop: In-person review of materials and recorded comment opportunity. Monday, April 14, 2008, from 3:00 p.m. to 7:00 p.m. at the Airport's Skyroom located in Terminal A, 2627 Hollywood Way.
- Public Hearing: May 12, 2008, beginning at 6:00 p.m. at the Burbank Marriott Hotel, 2500 Hollywood Way.
- Written Comments: Part 161 Comment Docket, Burbank-Glendale-Pasadena Airport Authority, Bob Hope Airport, 2627 Hollywood Way, Burbank, CA 91505. Fax: (818) 848-1173

1 of 1

IN RE BURBANK BOB HOPE AIRPORT)
PART 161)
PUBLIC WORKSHOP/PUBLIC HEARINGS)

PUBLIC HEARING
MONDAY APRIL 14, 2008
BURBANK, CALIFORNIA

ATKINSON-BAKER, INC.
COURT REPORTERS
(800) 288-3376
www.depo.com

REPORTED BY: DAVE STEWART, CSR NO. 4543

FILE NO.: A202F00

<p>1 2 3 4 IN RE BURBANK BOB HOPE AIRPORT) PART 161) 5) 6 PUBLIC WORKSHOP/PUBLIC HEARINGS) 7 8 9 10 Public Hearing in the Matter of Burbank Bob Hope 11 Airport, Part 161, taken on behalf of Interested Parties, 12 at Bob Hope Airport, Burbank, California, commencing at 13 3:00 p.m. on Monday, April 14, 2008, before Dave Stewart, 14 CSR No. 4543. 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 2</p>	<p style="text-align: center;">I N D E X</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">SPEAKERS</th> <th style="text-align: right;">PAGE</th> </tr> </thead> <tbody> <tr><td>4 NANCY VALENTINE</td><td style="text-align: right;">5</td></tr> <tr><td>5 CHRISTINE CHESNEY</td><td style="text-align: right;">6</td></tr> <tr><td>6 DON ELSMORE</td><td style="text-align: right;">7</td></tr> <tr><td>7 LaVERNE E. THOMAS</td><td style="text-align: right;">11</td></tr> <tr><td>8 JIM BAKER</td><td style="text-align: right;">14</td></tr> </tbody> </table> <p>9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 4</p>	SPEAKERS	PAGE	4 NANCY VALENTINE	5	5 CHRISTINE CHESNEY	6	6 DON ELSMORE	7	7 LaVERNE E. THOMAS	11	8 JIM BAKER	14
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7 LaVERNE E. THOMAS	11												
8 JIM BAKER	14												
<p style="text-align: center;">A P P E A R A N C E S</p> <p>1 2 3 4 FOR BOB HOPE AIRPORT: 5 McDERMOTT WILL & EMERY BY: TOM RYAN, ESQUIRE 6 2049 Century Park East Suite 3800 7 Los Angeles, California 90067 8 9 ALSO PRESENT: 10 MARK D. HARDYMENT, DIRECTOR NOISE & ENVIRONMENTAL PROGRAMS 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 3</p>	<p style="text-align: center;">Monday, April 14, 2008 Burbank, California</p> <p>1 2 3 4 5 STATEMENT BY NANCY VALENTINE AT 4:20 P.M. 6 7 MS. VALENTINE: Okay, my name is Nancy 8 Valentine. I've been a Burbank resident for 18 years 9 living at the same house at 737 North Kenwood Street. 10 So that puts me at the end of runway -- well, 11 15, I believe. It's the north-south runway so when the 12 Santa Ana winds blow, the planes line up over my house. 13 They fly directly over my bedroom. And the 14 noise is so loud and the lights flash in my bedroom 15 windows and in the 18 years, it's gotten progressively 16 worse with more and more flights. 17 And on one particular night, a night in April, 18 there were 12 planes that came in after the voluntary 19 curfew of 10:00. From 10:00 p.m. to 12:10 a.m., 20 12 planes took off and landed and then the first plane 21 landed again the next morning at 6:25. I had a total of 22 six hours and 15 minutes to sleep without a plane. 23 So I strongly urge the FAA to approve the 24 mandatory curfew because Burbank Airport is a small 25 airport completely surrounded by very nice neighborhoods.</p> <p style="text-align: right;">Page 5</p>												

2 (Pages 2 to 5)

1 And we don't want to turn this into another LAX.
 2 We've had a voluntary curfew that has worked
 3 really well for as long as I've lived here. But I can
 4 see that people are starting to ignore it, especially
 5 private planes and -- I believe like UPS, Fed Ex planes
 6 are the ones that are landing over my house between 5:00
 7 and 6:00 in the morning.
 8 And if this doesn't pass, I probably will
 9 seriously think about moving because I don't think I
 10 could live in my house. But I'm worried about my
 11 property value. I'm worried about my property value if I
 12 have to disclose that I'm at the end of the runway. I'm
 13 not sure anyone would want to buy my house.
 14 So again, please approve this curfew and keep
 15 Burbank a nice little community with a very nice,
 16 well-run, small airport.
 17 Thank you.
 18
 19 ---o0o---
 20
 21
 22 STATEMENT BY CHRISTINE CHESNEY AT 4:27 P.M.
 23
 24 MS. CHESNEY: My name is Christine Chesney and
 25 I have been a Burbank homeowner for 21 years. I live

1 the most heavily-used runway because it has a downward
 2 slope of about 65 feet in my direction.
 3 In March 1998, I was sworn in to be a Community
 4 Representative on the Part 150 Study Advisory Committee.
 5 Throughout the years since 1977, residents of Burbank
 6 have been waiting for the Airport to file a Part 161
 7 application to get a full nighttime curfew. We are still
 8 waiting.
 9 There have been many false starts. This one
 10 would probably still be sitting somewhere if it were not
 11 for a court order. And in the State of California,
 12 County of Los Angeles, an airport proprietor who has a
 13 declared noise problem must apply periodically for a
 14 noise variance according to Public Utilities Code Section
 15 21669. The most recent variance application is the
 16 reason we are finally seeing the Part 161 application at
 17 this time.
 18 Judge Samuel D. Reyes, an Administrative Law
 19 Judge, issued a proposed decision on January 22nd, 2008
 20 relating to California Code of Regulations Title 21
 21 Section 5051.
 22 In a section titled Part 161 Study, page 15,
 23 paragraph 47, the Judge says in part, quote, "The delay
 24 in completion of the project is excessive and
 25 unjustified", end quote. Then under Legal Conclusions,

1 near the airport. And -- but I am not in the contour of
 2 the noise study or -- whatever they want to call it, the
 3 65 CNELs. However, I am highly impacted by the noise,
 4 especially the night flights. I am in support of the
 5 full mandatory curfew from 10:00 p.m. to 6:59 a.m. on all
 6 aircraft.
 7 I think it's time to consider the quality of
 8 life for the people who live in cities with airports in
 9 them and not just the economic impact or the ease of
 10 personal airplane owners and their schedules. And I am
 11 fearful that if this curfew fails, the voluntary curfew
 12 will be completely ignored and there will be flights
 13 taking off and landing at all hours.
 14 Thank you for your time. And again, I'm in
 15 support of the full mandatory curfew on all aircraft from
 16 10:00 p.m. to 6:59 a.m.
 17
 18 ---o0o---
 19
 20 STATEMENT BY DON ELSMORE AT 4:45 P.M.
 21
 22
 23 MR. ELSMORE: Okay, my name is Don Elsmore and
 24 I've been a resident of Burbank for over 50 years. I
 25 live two and a half miles directly south of Runway 15,

1 page 16, paragraph 3, the Judge enumerates the conditions
 2 the Department may require to grant a variance.
 3 Item d, small d, says it has to be shown,
 4 quote, "whether the airport proprietor is taking good
 5 faith measure to the best of its ability to achieve the
 6 airport noise standards", end quote.
 7 This will be the third time the airport has
 8 claimed it is diligently doing a Part 161 to reduce
 9 noise. The Judge didn't accept that and ordered a
 10 schedule date presentation and periodic reports.
 11 Whenever the subject of noise standard
 12 regulation or noise abatement comes up, the airport
 13 proprietor points to extensive and expensive home sound
 14 insulation. This activity is probably the best defense
 15 to comply with Public Utilities Code 21669.1(a), which
 16 says, quote, "Land use conversions involving existing
 17 residential communities shall generally be considered the
 18 least desirable action for achieving compliance with
 19 noise standards regulation", end quote.
 20 The cost forward/benefit analysis should extend
 21 beyond the FAA imposed limitation of covering only the 65
 22 CNEL defined area. The FAA has always taken a very
 23 narrow position on admitting how much noise an airport
 24 imposes on the surrounding communities. Lack of
 25 recognition by the FAA about noise outside the 65 CNEL in

1 the Naples, Florida case was the subject of direct court
2 criticism. People's rights are being violated.
3 One of the many Burbank Council calls for a
4 mandatory nighttime curfew was Resolution 24578 dated
5 September 19th, 1995. Prior to its adoption at a public
6 meeting, a busload of Ameriflight employees came to
7 protest any curfew at all.
8 I am presenting a tabulation of annual pounds
9 of transportation for Ameriflight. It covers the years
10 1996 to 2007. It shows a 45.6 percent decrease of
11 activity for those periods.
12 The cost analysis should include this
13 information. It is not proprietary, it was assembled
14 from airport public information as the companion sheet
15 shows.
16 Finally, take note of Public Law 104-264 dated
17 October 9, 1996. It is called the Federal Aviation
18 Reauthorization Act of 1996.
19 Paragraph 17 says "The FAA should become more
20 responsive to the needs of its customers." Emphasis
21 should be put on that word "customers".
22 I am in total disagreement with FAA preferences
23 bestowed on carriers as a matter of policy and
24 enforcement. This public law must not be ignored. Give
25 us the mandatory nighttime curfew. Copies of legal

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1 citations are being presented. There are four.
2 Thank you.
3
4 ---o0o---
5
6 STATEMENT OF LaVERNE E. THOMAS AT 4:55 P.M.
7
8 ATTORNEY4: Okay, my name is La Verne Thomas.
9 I've lived in Burbank -- it's going to be 36 years this
10 coming September. And when I came into this town, I was
11 very, very cautious about where I moved.
12 I did research and I didn't want to be in the
13 path of a lot of aircraft. There are some that take off
14 over my direction on occasion and, of course, with the
15 new aircraft in, it's not as bad as it used to be. But
16 we definitely need to have some relief and we need to
17 have a curfew.
18 I'm totally in favor of it. I have been. I
19 sat here -- I don't know how many years ago it was that I
20 did this same kind of thing. They had interviews but it
21 wasn't this kind of a thing. And I said the same thing
22 at that point in time. It's about time.
23 And I think that the government needs to come
24 in and really needs to protect us. It's been a known
25 fact that aircraft noise creates havoc on people. The

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1 Airport is aware of that, the Feds are aware of that,
2 everybody is aware of that. So it's about time they came
3 in and did something about it.
4 The only other statement I have to make about
5 the Airport is with regard to the recent episode with
6 Southwest and the FAA. And I think it's absolutely
7 positively horrendous that the Feds are supposed to be
8 watching out for us and here we find out that they really
9 aren't.
10 And it's like anything else, you know, there is
11 good and there is bad and there is people that do their
12 jobs and people that get tempted. And I think that they
13 need to come in and they really need to not start
14 watching out for the airlines but start watching out for
15 the public. That's what it's all about.
16 And at the Airport Authority meeting, I did
17 attend that, when they presented the 161 study that they
18 had just completed. And I mentioned to them at that
19 point in time that what I think is -- is that the
20 airlines -- if the FAA can't do their job, then I think
21 that the Airport Authority here at Bob Hope Airport
22 should be able to go in and should be able to have some
23 kind of a check and balance on their own with regard to
24 having maintenance for their aircraft. After all, it's
25 three cities that own the airport. They do have Burbank

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1 and we the public under the flight paths and I think that
2 they should have the authority to say to any airline that
3 flies in and out of here, whenever they want to see it,
4 we would like to see your records for maintenance.
5 End of my statement.
6
7 ---o0o---
8
9 STATEMENT OF JIM BAKER at 6:35 P.M.
10
11 MR. BAKER: I'm just concerned. There is a lot
12 of talk about choking off airport operations and
13 opposition to any kind of growth; I guess, growth or
14 expansion.
15 One of the issues that has always been talked
16 about is the traffic. And here we're talking about a
17 time of day where the community could handle more
18 business and traffic. And it would be all confined to
19 only the period of permitted operation. And airlines
20 would be afraid to schedule any flights anywhere near the
21 curfew, just because of the risk that they might be
22 running too close to it or not. And this -- that time
23 of -- those times of the day is a time where local
24 businesses and just the community as a whole could afford
25 to take on more and handle more business and traffic

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4 (Pages 10 to 13)

1 which would be otherwise pressed into the peak operation
 2 hours. And it's kind of a contradiction to the complaint
 3 about, you know, the big issue of traffic.
 4 There is no traffic near 10:00 p.m. and there
 5 is not very much traffic near 7:00 a.m. So it would help
 6 relieve traffic during the peak hours. And then in
 7 comparison to another example, if a certain number of
 8 residents on a street that has off-ramps to a freeway
 9 make a big stink and get signatures and get the State and
 10 local authorities to close off the off-ramps to their
 11 exit to the freeway because they don't like traffic, it
 12 unfairly pushes the excess traffic to other -- the two
 13 neighboring off-ramps and flooding those residents with
 14 an unfair amount of traffic, noise, and congestion.
 15 The aviation industry is a benefit to us all
 16 and we all have to share in the cost of the benefits. We
 17 can't shove off all the excess traffic to other
 18 communities. You know, I guess I already said we need to
 19 share the benefit so that's good.
 20 And one other thing I would like to say is I
 21 know a 95-year-old man who has lived in Burbank for
 22 probably 75 years and his remark was very impressive to
 23 me. He said "These people complaining about noise don't
 24 even know what it is because when Los Angeles
 25 International Airport opened up, it was a tremendous

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1 relief to us here in Burbank."
 2 And with the improvements of aircraft engines,
 3 noticeably much quieter today than they have been in the
 4 past, it's an issue being complained about that is not as
 5 big a deal as it's being blown up to be.
 6 When I book a flight, I appreciate being able
 7 to fly out of Burbank with minimal hassle and congestion
 8 and would like to see the scheduling of flights to be as
 9 broadened out as possible. I'm sure the people pushing
 10 for this curfew don't avoid booking their flights from
 11 LAX because they don't want to contribute to the noise in
 12 the community. They make the hypocritical act of booking
 13 their flight out of Burbank and contributing to the
 14 congestion and chaos.
 15 We're a growing community and we need to flex
 16 with our growth. And I think that's about it.
 17
 18 ---o0o---
 19
 20
 21
 22
 23
 24
 25

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1 REPORTER'S CERTIFICATE
 2
 3 I, DAVE STEWART, CSR No. 4543, Certified
 4 Shorthand Reporter, certify;
 5 That the foregoing proceedings were taken
 6 before me at the time and place therein set forth;
 7 That the statements of the speakers at the time
 8 of the hearing were recorded stenographically by me and
 9 were thereafter transcribed;
 10 That the foregoing is a true and correct
 11 transcript of my shorthand notes so taken.
 12 I further certify that I am not a relative
 13 or employee of any attorney of the parties, nor
 14 financially interested in the action.
 15 I declare under penalty of perjury under the
 16 laws of California that the foregoing is true and
 17 correct.
 18 Dated this day of , 2008.
 19
 20
 21
 22
 23
 24
 25

 DAVE STEWART, CSR 4543

Page 16

1 REPORTER'S CERTIFICATE

2
3 I, DAVE STEWART, CSR No. 4543, Certified
4 Shorthand Reporter, certify;

5 That the foregoing proceedings were taken
6 before me at the time and place therein set forth, at
7 which time the witness was put under oath by me;

8 That the testimony of the witness, the
9 questions propounded, and all objections and statements
10 made at the time of the examination were recorded
11 stenographically by me and were thereafter transcribed;

12 That the foregoing is a true and correct
13 transcript of my shorthand notes so taken.

14 I further certify that I am not a relative
15 or employee of any attorney of the parties, nor
16 financially interested in the action.

17 I declare under penalty of perjury under the
18 laws of California that the foregoing is true and
19 correct.

20 Dated this 16th day of April, 2008.

21
22
23
24 

25 DAVE STEWART, CSR 4543

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FAR PART 161 APPLICATION FOR A PROPOSED CURFEW AT THE
BOB HOPE AIRPORT

Public Information Workshop, Monday, April 14, 2008, 3 p.m.-7 p.m., held at
Bob Hope Airport, Burbank-Glendale-Pasadena Airport Authority Administrative Offices, Skyroom

PLEASE SIGN IN

PRINT INFORMATION

Nancy First Name	Valentine Last Name	737 N Kenwood St Address	Burbank City	91505 Zip Code	818 618-00 Telephone
Jane First Name	Barnett Last Name	414 University Ave Address	Burbank City	91504 Zip Code	818-848-153 Telephone
Michael First Name	Faber Last Name	175 E. Olive Ave. Address	Burbank City	91502 Zip Code	818-238-5250 Telephone
Don First Name	Elsmore Last Name	4401 Kling St. #7 Address	Burbank City	91505 Zip Code	818-845-756 Telephone
Rose A First Name	Nancy A Last Name	5807 Laurel Cyn #27 Address	W. Hollywood City	91607 Zip Code	(818) 7621 Telephone
JIM BAKER First Name	BAKER Last Name	700 W BUENA VISTA Address	BURBANK City	91506 Zip Code	818 954 92 Telephone
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone

FAR PART 161 APPLICATION FOR A PROPOSED CURFEW AT THE
BOB HOPE AIRPORT

Public Information Workshop, Monday, April 14, 2008, 3 p.m.-7 p.m., held at
Bob Hope Airport, Burbank-Glendale-Pasadena Airport Authority Administrative Offices, Skyroom

PLEASE SIGN IN

PRINT INFORMATION

First Name	Last Name	Address	City	Zip Code	Telephone
ROBERT	RUSH	2325 N SPARKS ST	BURBANK	91504	(818) 845-0
WAT	Fueller	2821 Hollywood Way	Burbank	91505	88 577-480
Ron	Reynolds	Million Air Burbank 2800 N. Chyroun Ave	Burbank	91505	(818) 263-4292
Christine	Chesney	733 N Aven St	Burbank	91505	818 841 896
MARY	Riley	275 E. Olive Ave	Burbank	91510	818 238 571
* Dan	Warner	6320 E. Maypoor	Scottsdale	85251	480 220-
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone
First Name	Last Name	Address	City	Zip Code	Telephone

PUBLIC HEARING – MAY 12, 2008



- FA -

Lidia Castillo

May 8, 2008

CALL AND NOTICE OF A SPECIAL MEETING
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a special meeting of the Burbank-Glendale-Pasadena Airport Authority will be held Monday, May 12, 2008, at 6:00 p.m., in the Celebration/Gala Room of the Burbank Airport Marriott Hotel & Convention Center, 2500 N. Hollywood Way, Burbank, California, 91505.

The items to be discussed are listed on the attached agenda.

Sue Loyd, Board Secretary
Burbank-Glendale-Pasadena Airport Authority



SPECIAL COMMISSION MEETING

AGENDA

MAY 12, 2008

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Special Meeting of Monday, May 12, 2008
6:00 P.M.

NOTE TO THE PUBLIC: *Prior to consideration of business items, the Authority invites comment on airport-related matters during the Public Comment period. Members of the public are requested to observe the following decorum when attending or participating in meetings of the Commission:*

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Commission during the Public Comment period, fill out a speaker request card and present it to the Commission's secretary.*
- *Limit public comments to five minutes, or such other period of time as may be specified by the presiding officer, and confine remarks to matters that are on the Commission's agenda for consideration or are otherwise within the subject matter jurisdiction of the Commission.*

▼ ▼ ▼

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. PUBLIC HEARING
 - a. Part 161 Study Update [See Page 1]
 - b. Public Comment – Part 161 Study
4. PUBLIC COMMENT
 - a. Airport-related Matters
5. CONSENT CALENDAR
 - a. GAT Airline Ground Support
Month-to-Month Office Lease [See Page 3]
 - b. Authorization to Accept
Federal Aviation Administration Grant Offers [See Page 5]

6. CLOSED SESSION

a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(California Government Code Section 54956.9(a))

- 1) Name of Case: In the Matter of the Application Between Burbank-Glendale-Pasadena Airport Authority, Request for Variance, Before the Department of Transportation, Division of Aeronautics
- 2) Name of Case: Burbank-Glendale-Pasadena Airport Authority v. T. Violen Construction Co., Inc., et al. (Case No. EC044361)
- 3) Name of Case: Dillon v. Burbank-Glendale-Pasadena Airport Authority et al. (Case No. BC386989)

b. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

- 1) Initiation of Litigation (California Government Code Section 54956.9(c)): five potential cases. One case: Part 161 Study

c. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
(California Government Code Section 54956.8)

- 1) Property: Bob Hope Airport Leaseholds
Authority Negotiator: Interim Executive Director
Negotiating Parties: Alamo Rent-A-Car; Avis Rent A Car; Budget Rent A Car; Enterprise Rent-A-Car; Hertz Rent-A-Car; and National Car Rental
Under Negotiation: Price and Terms of Payment
- 2) Property: Bob Hope Airport Leaseholds
Authority Negotiator: Interim Executive Director
Negotiating Parties: Alaska Airlines; American Airlines; Delta Air Lines, JetBlue Airways; SkyWest Airlines; Southwest Airlines; United Airlines; US Airways
Under Negotiation: Price and Terms of Payment

d. THREAT TO PUBLIC SERVICES OR FACILITIES
(California Government Code Section 54957(a))

- 1) Consultation with Director of Security/Transportation Security Coordinator

e. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
(California Government Code Section 54957(b))

- 1) Title: Interim Executive Director

f. PUBLIC EMPLOYEE APPOINTMENT
(California Government Code Section 54957(b))

- 1) Title: Executive Director

7. ADJOURNMENT

COMMISSION NEWSLETTER

May 12, 2008

[Regarding agenda items]

(Consent Calendar items may be enacted by one motion. There will be no separate discussion on these items unless a Commissioner so requests, in which event the item will be removed from the Consent Calendar and considered in its normal sequence on the agenda.)

3. PUBLIC HEARING

- a. PART 161 STUDY UPDATE – At the March 17, 2008, Airport Authority meeting, Staff and its consultant presented the draft Part 161 Study prepared in compliance with 14 C.F.R. § 161 ("Part 161"), which supported a full mandatory curfew from 10:00 p.m. to 6:59 a.m. Based upon the findings of this study, the Authority directed Staff to proceed with a 45-day public comment period and a public hearing. Input received from the public as well as stakeholders during the public comment period will be incorporated, as appropriate, into the final application to be submitted to the FAA. In furtherance of its public outreach efforts, this Public Hearing is being held to permit the Commission to directly receive public and stakeholder input and to incorporate this input, where appropriate, into the public docket associated with this Part 161 Study.

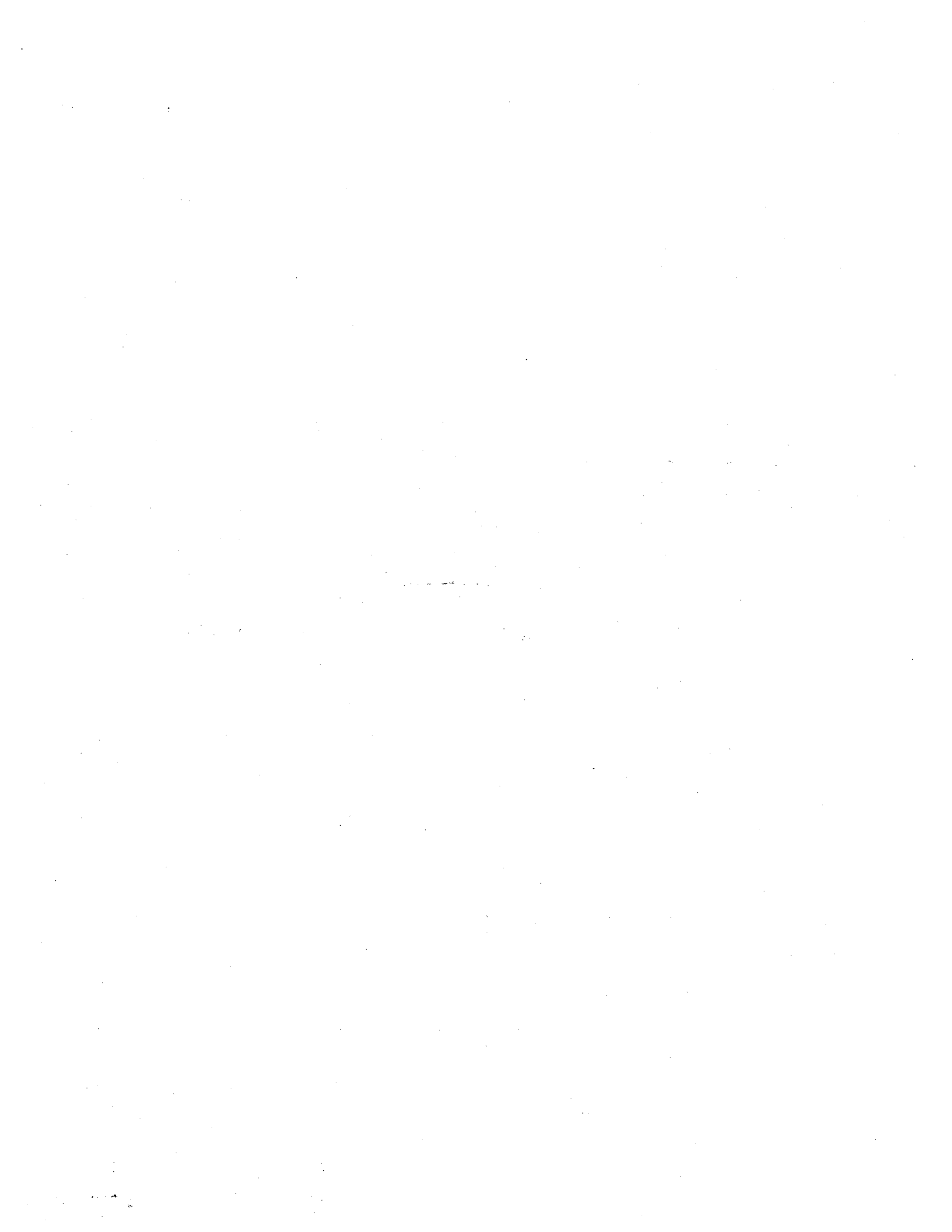
5. CONSENT CALENDAR

- a. GAT AIRLINE GROUND SUPPORT MONTH-TO-MONTH LEASE – On May 1, 2008, Staff was advised by JetBlue Airways Corporation ("JetBlue") that effective May 21, 2008, its ground handling service would be provided by GAT Airline Ground Support ("GAT"). In order to allow GAT to mobilize and be ready to provide ground handling services by May 21, 2008, Staff seeks Authority approval—without prior Finance Committee review—of the attached month-to-month lease to GAT of 422 square feet of office space in Terminal A at an annual rent of \$9,706.
- b. AUTHORIZATION TO ACCEPT FEDERAL AVIATION ADMINISTRATION GRANT OFFERS – In an effort to streamline the Federal Aviation Administration ("FAA") Airport Improvement Program ("AIP") grant process and reduce paperwork requirements, the FAA has introduced a "short form" grant agreement. With the "short form" grant agreement, the FAA has requested that the Airport Sponsor (the Authority) sign the attached Terms and Conditions of Accepting Airport Improvement Program Grants ("Agreement"). In the future, Grant Offers will incorporate this Agreement by reference. This Agreement contains the same terms and conditions of accepting AIP grants from the FAA for the purpose of carrying out the provisions of Title 49, United States Code, as are currently included in each "long form" grant agreement.

At the May 7, 2008, meeting of the Legal, Government and Environmental Affairs Committee, the Committee voted unanimously (3–0) to recommend that the full Authority authorize Staff to execute the Terms and Conditions of Accepting Airport Improvement Program Grants attached, which will be incorporated by reference in all future Grant Offers.

[Regarding non-agenda items]

Included at the end of the agenda packet are copies of resolutions recently adopted by the Burbank, Glendale and Pasadena City Councils in support of the submission of the Part 161 Study/Application to the FAA, justifying a mandatory nighttime curfew at Bob Hope Airport.



STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 12, 2008

PUBLIC HEARING REGARDING
FEDERAL AVIATION REGULATION, PART 161 STUDY

DESCRIPTION & BACKGROUND

At the March 17, 2008, meeting of the Burbank-Glendale-Pasadena Airport Authority ("Authority"), Staff and the Authority's Consultant, Jacobs Consultancy, Inc., presented to the Authority a draft Part 161 Study prepared in compliance with 14 C.F.R. § 161 ("Part 161"), which supported a full mandatory curfew from 10:00 p.m. to 6:59 a.m. Based upon the findings of this study, the Authority directed Staff to proceed with a 45-day public comment period and a public hearing regarding the implementation of a full mandatory curfew. Input received from the public as well as stakeholders during the public comment period will be incorporated, as appropriate, into the final application to be submitted to the FAA.

PROCEDURAL REQUIREMENTS

Prior to submitting a Part 161 application to the FAA for approval, the Authority must complete the following tasks:

- Comply with Part 161 requirements relating to public notice and the announcement of a public comment period as to any curfew the Authority is considering submitting to the FAA for approval. These notice requirements include:
 - Distribution of notices of the proposed restriction and the opening of the 45-day comment period to all parties required by law to receive the notice. This requirement was met by the Authority's mailing notices of the proposed restriction to all stakeholders on March 27, 2008.
 - Placement of advertisements in local newspapers announcing the availability of the Draft Part 161 Application for review and the opening of a 45-day comment period. This requirement was met with the Authority's legal notice advertised on March 31, 2008, in the Daily News; supplemental ads were also run in the Burbank Leader, Glendale News Press and Pasadena Star News between the dates of April 4, 2008, to April 11, 2008.
 - The Authority held a Public Workshop on April 14, 2008, from 3:00 p.m. to 7:00 p.m. and provided a court reporter to assist interested parties in providing comments.
 - Authority Staff has made separate Public Presentations to the City Councils of Burbank, Glendale and Pasadena. It has also hosted an informational meeting with the Valley Industry & Commerce Association (VICA) and has met with a coalition of San Fernando Valley homeowners associations known as the Valley Alliance.

- The Authority has also met the following requirements related to providing opportunities for interested parties to review and comment on the Draft Part 161 Application and the proposed restriction:
 - posting the Draft Part 161 Application on the Airport's website;
 - producing the document on compact disk for distribution to interested parties; and
 - placement of copies of the Draft Part 161 Application in libraries and other locations accessible to the public.

ACTION

In furtherance of its public outreach efforts, this Public Hearing is being held to permit the Commission to directly receive public and stakeholder input and to incorporate this input, where appropriate, into the public docket associated with this Part 161 Study.

STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 12, 2008

GAT AIRLINE GROUND SUPPORT
MONTH-TO-MONTH OFFICE LEASE

DESCRIPTION

On May 1, 2008, Staff was advised by JetBlue Airways Corporation ("JetBlue") that effective May 21, 2008, its ground handling service would be provided by GAT Airline Ground Support ("GAT"). In order to allow GAT to mobilize and be ready to provide ground handling services by May 21, 2008, Staff seeks Authority approval, without prior Finance Committee review, of the attached month-to-month lease to GAT of 422 square feet of office space in Terminal A at an annual rent of \$9,706.

BACKGROUND

On May 24, 2005, JetBlue inaugurated service to/from New York's JFK International Airport ("JFK") and Bob Hope Airport ("BUR") beginning with three nonstop flights. Over the past three years, JetBlue has added additional service including a fourth nonstop flight to JFK and a daily flight to/from Salt Lake City International Airport.

On May 21, 2008, JetBlue will begin offering at Bob Hope Airport twice-daily non-stop service to/from Washington Dulles International Airport ("IAD") and one daily flight to/from McCarran Las Vegas International Airport. The total daily flights will increase from five to eight flights per day. Since the start of service at the Airport, JetBlue has utilized US Airways to provide ground handling support services. However, US Airways reviewed the requirements for the new JetBlue flight schedule and decided to terminate its agreement with JetBlue effective May 21, 2008.

JetBlue subsequently began an immediate search for a replacement ground handling company. On May 1, 2008, JetBlue notified Staff of its decision to contract with GAT to replace US Airways for its ground handling needs at Bob Hope Airport. GAT, an Alabama sub-S corporation established in 1963, serves a number of low-cost and legacy airlines at fifteen different locations and provides similar services for JetBlue at San Diego, Sacramento and Richmond, Virginia, airports. GAT has requested approximately 400 square feet of office space to support its Bob Hope Airport operation. Staff has identified suitable space in Terminal A, has prepared a Month-to-Month Office Lease and has received the necessary evidence of insurance covering GAT's operation at BUR.

Due to the short time constraint to support the operation of a signatory airline tenant, Staff brings the proposed Month-to-Month Office Lease to the full Authority for its consideration without the usual prior review and recommendation of the Finance and Administration Committee.

DETAILS

Key components of the proposed Month-to-Month Office Lease are as follows:

A. Month-to-Month Office Lease

Term: Month-to-Month effective May 1, 2008
Use: Ground Handler Administration Offices
Premises: 422 Square Feet, Terminal A East Concourse
Rent: \$9,706 Annually
Utilities, Taxes: Tenant Responsibility
Termination: Authority or Airline may terminate with thirty (30) days advance written notice

IMPACT ON REVENUE

The estimated net impact to the Authority's revenue is \$9,706 per year.

STAFF RECOMMENDATION

Staff recommends that the full Authority approve a Month-to-Month Office Lease with GAT Airline Ground Support and authorize the President of the Authority to execute same.

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 12, 2008**

**AUTHORIZATION TO ACCEPT
FEDERAL AVIATION ADMINISTRATION GRANT OFFERS**

Burbank-Glendale-Pasadena Airport Authority ("Authority") Resolution No. 394, which amended Authority Resolution No. 353, authorizes individual officers of the Authority and certain Staff members, including the Executive Director, Deputy Executive Director, Director of Engineering and Planning and Controller, to execute acceptances of Federal Aviation Administration ("FAA") Airport Improvement Program ("AIP") grant offers made pursuant to airport facility improvement projects and noise mitigation programs previously approved by the Authority.

In the past each such "long form" grant offer included the specific grant award and the terms and conditions of accepting AIP grants. In an effort to streamline the process and reduce paperwork requirements, the FAA has introduced a "short form" grant agreement. With the "short form" grant agreement, the FAA has requested that the Airport Sponsor (the Authority) sign the attached Terms and Conditions of Accepting Airport Improvement Program Grants ("Agreement"). This Agreement contains the same terms and conditions of accepting AIP grants from the FAA for the purpose of carrying out the provisions of Title 49, United States Code, as are currently included in each "long form" grant agreement. These terms and conditions become applicable when the sponsor accepts a Grant Offer from the FAA that references this Agreement. All future Grant Offers will be in the "short form" which will incorporate the Agreement by reference.

In accordance with Resolutions 353 and 394, individual officers of the Authority and specified Staff members may execute future "short form" Grant Offers for projects previously approved by the Authority.

RECOMMENDATION

At its May 7, 2008, meeting the Legal, Government and Environmental Affairs Committee voted unanimously (3-0) to recommend that the full Authority authorize Staff to execute the Terms and Conditions of Accepting Airport Improvement Program Grants attached, which will be incorporated by reference in all future Grant Offers.

ATTEST:

DATE: 4-14-08

Margaret Clump
City Clerk

City of Burbank, California

RESOLUTION NO. 27,673

A RESOLUTION OF THE COUNCIL OF THE CITY OF
BURBANK SUPPORTING THE SUBMISSION OF A PART 161
APPLICATION TO THE FAA BY THE BURBANK-GLENDALE-
PASADENA AIRPORT AUTHORITY JUSTIFYING
IMPOSITION OF A MANDATORY NIGHTTIME CURFEW.

406

THE COUNCIL OF THE CITY OF BURBANK FINDS:

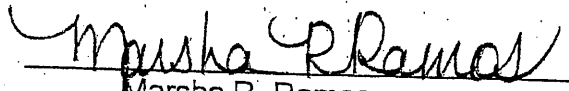
- A. It has been the City's goal for many years to work with the Bob Hope Airport to obtain meaningful nighttime noise relief for the residents of the City.
- B. The current voluntary nighttime curfew at the Airport, although helpful, has allowed significant nighttime noise to adversely affect the quality of life of residents of the City. As the City has long believed, the Part 161 Study has confirmed that nighttime noise will get worse, not better, without imposition of a mandatory curfew.
- C. In 2000 the Airport Authority initiated a Part 161 Study in an attempt to obtain permission to impose a nighttime mandatory curfew from the Federal Aviation Administration.
- D. No Measure short of a full nighttime curfew (the proposed action) would be acceptable to the City and its residents or would provide adequate nighttime noise relief.
- E. The Airport Authority has developed a proposal where the monetized benefits of a mandatory nighttime curfew would exceed the costs, in keeping with FAA requirements to show a positive benefit-cost ratio.
- F. In addition to those monetized in the Part 161 Study, there are additional benefits of a nighttime curfew that cannot be easily monetized but are equally or more important for many communities in this City (and over a wide area of neighboring communities) including reducing sleep disturbance, ability to enjoy our Southern California climate in our backyards and parks and, generally, to enjoy the lifestyle that makes Burbank an attractive place to live and raise children.
- G. Several other airports in Southern California already have mandatory nighttime curfews.

- H. The Airport Authority is in the midst of the 45-day comment period for its proposal to implement a mandatory nighttime curfew.
- I. The Airport Authority has scheduled a Public Hearing on May 12.
- J. Subject to public comments, the Airport Authority anticipates adopting a Resolution authorizing completion of the required federal NEPA environmental documentation and submission of the Part 161 Application to the FAA on June 16.

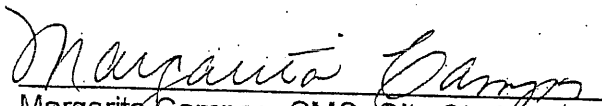
THE COUNCIL OF THE CITY OF BURBANK RESOLVES;

1. The City strongly supports the submission of the Part 161 Application to the FAA, and urges the Airport Authority to move forward expeditiously with that process even in the face of requests from the FAA and others to supplement the Study or do additional work, or in the face of other obstacles that surely will arise.
2. The City further urges the Congressional delegation from Burbank and surrounding communities to support this singular opportunity to obtain meaningful nighttime noise relief for the City and to improve the quality of life in Burbank.

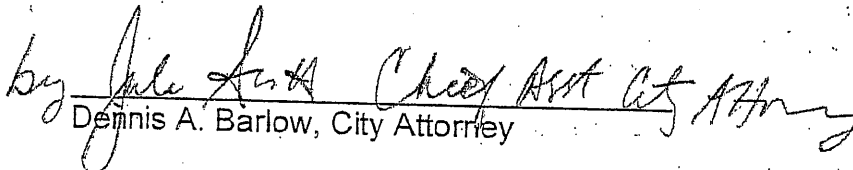
PASSED and ADOPTED this 8th day of April, 2008.


Marsha R. Ramos
Mayor of the City of Burbank

Attest:


Margarita Campos, CMC, City Clerk

Approved as to Form and Legal Content

by 
Dennis A. Barlow, City Attorney

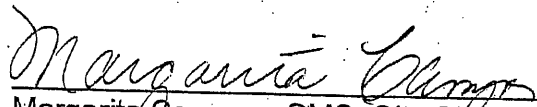
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Margarita Campos, CMC, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the 8th day of April 2008, by the following vote:

AYES: **Council Members Bric, Golonski, Gordon, Reinke and Ramos.**

NOES: **Council Members None.**

ABSENT: **Council Members None.**



Margarita Campos, CMC, City Clerk

Adopted
4-22-08
Quintero/Weaver
Yousefian: Absetain

RESOLUTION NO. 08-64

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
GLENDALE, CALIFORNIA SUPPORTING THE BURBANK GLENDALE
PASADENA AIRPORT AUTHORITY PART 161 STUDY AND
RECOMMENDING A MANDATORY NIGHTTIME CURFEW AT THE
BOB HOPE AIRPORT**

WHEREAS, the Bob Hope Airport is a vital asset to the economic vitality of the City of Glendale and the San Fernando Valley; and

WHEREAS, the Bob Hope Airport in Burbank, California is located in an area of the San Fernando Valley which is densely populated and, as a result has been the subject of complaints, concerns, and legal actions over the years regarding noise, safety and pollution; and

WHEREAS, although the Airport has engaged in a number of programs to reduce the noise footprint, including a voluntary nighttime curfew, noise and other issues continue to be raised by Airport neighbors in Burbank and surrounding communities; and

WHEREAS, on May 25, 1999, the Glendale City Council voted to support a mandatory curfew at the Bob Hope Airport; and

WHEREAS, in 2000 the Burbank Glendale Pasadena Airport Authority (the Airport Authority), as governing Board for the Bob Hope Airport in Burbank, California began the process as outlined under Federal law to study possible airport noise and/or access restrictions, including a mandatory full nighttime curfew for the Bob Hope Airport ; and

WHEREAS, after many years of detailed studies and analysis, the Airport Authority completed the required Part 161 Study which assessed, among other things, the cost/benefits of a mandatory nighttime curfew applicable to commercial, general aviation and cargo flights; and

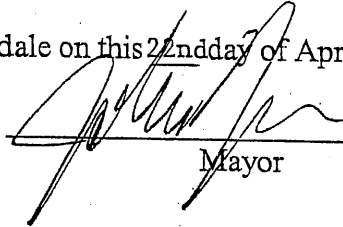
WHEREAS, Federal law requires a 45 day comment period on the completed Part 161 Study and the Council of the City of Glendale desires to submit comments thereto as part of the official record.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE:

SECTION 1. The City of Glendale hereby expresses its approval and support for the Part 161 Study regarding possible noise and/or access restrictions at Bob Hope Airport, including the methodology and data used to reach the conclusions therein. The City of Glendale further agrees with the findings of the Part 161 Study that a mandatory nighttime curfew is validated and appropriate and the Federal Aviation Administration should favorably consider a mandatory nighttime curfew at the Bob Hope Airport as outlined in the Part 161 Study.

SECTION 2. The City Clerk shall certify to the Adoption of this Resolution and forward a copy to the Burbank Glendale Pasadena Airport Authority to be entered into the record as a formal comment to the Part 161 Study.

Adopted by the Council of the City of Glendale on this 22nd day of April, 2008.



Mayor

ATTEST:


City Clerk

STATE OF CALIFORNIA)
) SS.
COUNTY OF LOS ANGELES)


I, Ardashes Kassakhian, City Clerk of the City of Glendale, hereby certify that the foregoing Resolution No. 08-64 was adopted by a majority vote of the Council of the City of Glendale, California, at a regular meeting held on the 22nd day of April, 2008, and that the same was adopted by the following vote:

Ayes: Najarian, Quintero, Weaver, Drayman

Noes: None

Absent: None

Abstain: Yousefian



City Clerk

RESOLUTION NO. 8853

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA, CALIFORNIA
IN SUPPORT OF THE NIGHTTIME NOISE CURFEW AT BOB HOPE AIRPORT.

WHEREAS, the Burbank-Glendale-Pasadena Airport Authority ("Airport Authority") is the owner and operator of the Bob Hope Airport; and

WHEREAS, the intent of this resolution is to allow the City of Pasadena to provide support, as one of the three cities that formed the Airport Authority, in obtaining meaningful nighttime noise relief for Burbank residents and surrounding communities; and

WHEREAS, the existing longstanding voluntary nighttime curfew for air carrier operations at the Bob Hope Airport has provided significant noise reduction, other nighttime aircraft operations continue to adversely impact the quality of life for the residents surrounding Bob Hope Airport; and

WHEREAS, the Airport Authority completed a Part 161 Study, as required by the Federal Aviation Administration ("FAA") before the Airport Authority can obtain approval to implement a mandatory curfew at Bob Hope Airport; and

WHEREAS, the Part 161 Study has found that noise impacts in the surrounding communities at Bob Hope Airport are forecast to increase with future activity and

WHEREAS, the implementation of a full mandatory curfew would mitigate those forecast increased noise impacts; and

WHEREAS, the Airport Authority has developed a proposal where the monetized benefits of a mandatory nighttime curfew would exceed the costs; and

WHEREAS, the FAA requires that a Part 161 Study must demonstrate that the benefits of a mandatory nighttime curfew will have a reasonable chance that expected benefits will equal or exceed expected costs; and

WHEREAS, the Part 161 Study identified additional benefits that cannot be monetized but are equally as important for many of the communities surrounding the airport. These additional benefits include diminishing instances of sleep disturbance and the ability to enjoy the benefits of living in Southern California's outdoor climate; and

WHEREAS, the FAA has not found existing nighttime restrictions at several other airports in Southern California to be objectionable or in violation of federal law; and

THEREFORE BE IT RESOLVED that the Pasadena City Council strongly supports the findings and methodologies identified in the Part 161 Study, and urges the Airport Authority to move forward with the process of securing a nighttime noise curfew.

FURTHERMORE, the City of Pasadena urges surrounding communities to support this singular opportunity to obtain meaningful nighttime noise relief for the City of Burbank and to improve the quality of life for the residents surrounding Bob Hope Airport..

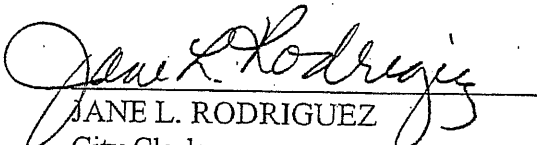
Adopted at the regular meeting of the City Council on the 5th day of May, 2008 by the following votes:

AYES: Councilmembers Gordo, Holden, McAustin, Robinson, Tyler
Vice Mayor Haderlein, Mayor Bogaard

NOES: None

ABSENT: Councilmember Madison

ABSTAIN: None


JANE L. RODRIGUEZ
City Clerk

APPROVED AS TO FORM:

 4/24/08

NICHOLAS G RODRIGUEZ
Assistant City Attorney

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IN RE BURBANK BOB HOPE AIRPORT)
PART 161)
)
)
PUBLIC WORKSHOP/PUBLIC HEARINGS)

TRANSCRIPT OF PROCEEDINGS

MAY 12, 2008

BURBANK, CALIFORNIA

ATKINSON-BAKER, INC.
COURT REPORTERS
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Glendale, California 91203
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REPORTED BY: DAVE STEWART, CSR NO. 4543

FILE NO.: A203AF9

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IN RE BURBANK BOB HOPE AIRPORT)
PART 161)
)
)
PUBLIC WORKSHOP/PUBLIC HEARINGS)

Public Hearing in the Matter of Burbank Bob Hope
Airport, Part 161, taken on behalf of Interested Parties,
at Bob Hope Airport Marriott, Burbank, California,
commencing at 6:00 p.m. on Monday, May 12, 2008, before
Dave Stewart, CSR No. 4543.

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APPEARANCES OF COUNSEL:

FOR BOB HOPE AIRPORT:

McDERMOTT WILL & EMERY
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Monday, May 12, 2008

Burbank, California - 6:04 p.m.

COMMISSION PRESIDENT POVILIATIS: Good evening.

I would like to call to order the Special Meeting of the
Glendale-Burbank-Pasadena Airport. Roll call, please.

(Roll taken.)

COMMISSION PRESIDENT POVILIATIS: If everybody
would stand and join me in the pledge to our flag.

(Pledge of Allegiance.)

COMMISSION PRESIDENT POVILIATIS: This brings
us to item No. 3 which is the Public Hearing on the Part
161 update. The plan for the evening is to have the
staff do a brief presentation so everybody understands
what we're talking about and then we will open the public
comment period where we will receive public comment on
the Part 161 study.

Those comments will be recorded by a court
reporter. So that he can accurately capture them, I will
remind everybody if you could state your name and spell
your last name so -- make sure he captures it correctly
in the process. With that, go ahead.

COMMISSIONER FEGER: Good evening, President
Poviliatis, Members the Commission. My name is Dan Feger
and I'm the Interim Executive Director of the Bob Hope

1 Airport.

2 I want to thank you all for coming out here
3 tonight. The Airport Authority would like to give you a
4 little bit of information about what the Part 161 study
5 is all about and why we are here today seeking your
6 input.

7 Okay, the Part 161 study is a Federal
8 requirement imposed on airports seeking to impose new
9 aviation access restrictions at their airport. Access
10 restrictions are those restrictions which would limit
11 aircraft operators from using the facilities during
12 certain periods of the time of day or other kinds of
13 restrictions like that.

14 The Part 161 study is intended to examine the
15 benefits, costs, and impacts of proposed new noise rules
16 on the entire national aviation system before seeking FAA
17 approval to implement those access restrictions. The
18 Part 161 process is part of the Aviation Noise and
19 Capacity Act which was passed in 1990 by Congress which
20 limited the ability of individual airports to impose
21 access restrictions at their airports. But the Congress
22 did provide -- make a provision in the form of Part 161
23 which allowed airports who after they were able to
24 demonstrate that the access restriction met certain
25 stringent Part 161 requirements would be eligible for

1 obtaining approval for that. Next slide.

2 It has been a long time community demand. I
3 use that word "demand" and an airport goal to obtain
4 meaningful nighttime noise relief for the community that
5 surrounds the Bob Hope Airport.

6 In 2000, the Airport Authority made a firm
7 commitment to do Part 161 study. And eight years later,
8 we have now completed that study. Next slide, please.

9 The Airport Authority currently does have some
10 form of access restrictions here. There is an existing
11 mandatory nighttime ban on noisy Stage 2 jets. There is
12 a voluntary curfew on air carrier operations but there
13 are no access restrictions on Stage 3 aircraft and demand
14 for a curfew that is being proposed for Bob Hope Airport
15 is access restriction on Stage 3 aircraft.

16 The Part 161 study looked at three different
17 kinds of curfews because the Part 161 process requires
18 that alternatives be studied. In addition to studying
19 the impact of the full nighttime curfew, our consultant
20 Jacobs Consultancy also studied departure curfew and a
21 noise-based curfew.

22 The proposed mandatory full curfew at Bob Hope
23 Airport includes proposed very stringent fines for people
24 who are aircraft operators who violate the provisions of
25 the access restriction, with increasing penalties and

1 after a fourth violation, a mandatory ban from operating
2 at the airport for one year. Next slide.

3 There are some exceptions to the mandatory
4 curfew. They include police and fire flights, military
5 flights, and medical emergencies. It also exempts
6 aircraft operating with declared in-flight emergencies
7 and there is a one-hour provision between 10:00 and 11:00
8 p.m. for aircraft that are delayed by weather, mechanical
9 problems, or aircraft traffic/air traffic control issues.

10 The Part 161 study looked at a forecast and
11 forecast the amount of growth that could be expected at
12 the Bob Hope Airport in the year 2015. And then it
13 looked at how much impact could be expected a if a full
14 curfew were implemented. That study found that a full
15 mandatory curfew in the year 2015 would eliminate on
16 average each night or each night 62 nighttime flights,
17 resulting in a maximum six decibel reduction in the
18 cumulative 24 average of noise known as CNEL or Community
19 Noise Equivalent Level at the Bob Hope Airport.

20 The study also found that there would be
21 shifting of some of these flights that were eliminated to
22 six Southern California airports during nighttime,
23 daytime, and evening hours. This chart shows the
24 forecast shifting of flights at Van Nuys, LAX, Ontario,
25 Long Beach, Whiteman and Camarillo. You could see that

1 Van Nuys Airport would be the recipient of the largest
2 number of shifted flights; some 33 flights in a day, 16
3 of them at night, the other 16 in the daytime and evening
4 hours, and the other airports see a lesser number of
5 shifted flights.

6 It's important to note that at all of them, the
7 noise impact expected at these airports is less than one
8 and a half decibels. In fact, it's less than one
9 decibel. And the significance of the one and a half
10 decibel number is that the FAA has established a
11 threshold of significance. That threshold of
12 significance states that noise impacts of less than one
13 and a half decibel are not deemed significant.

14 As I said earlier, the maximum noise impact
15 reduction that could be expected in the areas surrounding
16 the Bob Hope Airport is at the level of some six
17 decibels, six times the noise reduction. Next slide.

18 As part of the Part 161 requirements, the FAA
19 and Congress established that benefits, the benefits of
20 imposing a curfew, the monetary benefits of imposing a
21 curfew must have a reasonable chance of outweighing the
22 costs that are incurred by implementing that curfew in
23 order for FAA to be able to consider that -- the
24 implementation of that rule.

25 The study identified two major monetized

1 benefits; a reduction in the need for home insulation and
2 an increase in property values resulting from the
3 implementation of a curfew. There are also other
4 intangible non-monetized benefits including the reduction
5 of sleep awakenings for people who are sensitive to
6 aircraft noise at night.

7 The costs which would be incurred by aircraft
8 owners and operators and the airlines include lost
9 airline cargo revenue, business relocation, and expenses
10 to passengers who would have to go to alternate locations
11 to take their flights.

12 Let me see if I can explain this chart. This
13 chart identifies in red the forecast extent of noise
14 within what's called the 65 decibel CNEL contour. That
15 is the limit at which the FAA has found incompatibility
16 between aircraft noise and the people who live in those
17 areas. The solid red line represents the actual 65 noise
18 contour forecast for 2015 and the dotted red line shows
19 the extent to which the Airport Authority would have to
20 acoustically treat homes.

21 You can see the areas in yellow and in orange
22 and as you look around the airport. The areas in yellow
23 and orange represent some 2,000 homes that are not
24 currently in the Authority's current noise contour which
25 is the dotted green line. The solid green line is the

1 current noise contour of the airport.

2 So you can see that the difference between the
3 Authority's current noise contour and the forecast
4 contour is what generates the need for additional
5 acoustical treatment of some 2,000 homes. Next slide.

6 By imposing a full curfew at the Bob Hope
7 Airport, the study identified some \$67 million of cost
8 savings, of monetary benefits or cost savings resulting
9 primarily from reduced need for acoustical treatment and
10 an increase in property values. That is contrasted with
11 some \$55 million of costs which aircraft owners and
12 operators would incur, as well as airline passengers, by
13 the implementation of the curfew for a net benefit of
14 \$11.8 million resulting in a positive benefit cost ratio
15 of 1.21.

16 That number is very significant because that
17 1.21 positive benefit cost ratio demonstrates that
18 implementation of a full curfew is a cost effective way
19 to achieve compatibility, noise compatibility in the
20 environments around the Bob Hope Airport. Next slide.

21 However, merely having a positive benefit cost
22 ratio does not guarantee that the FAA will approve the
23 Authority's implementation of this curfew. The Part 161
24 requirement identifies -- you can go to the next slide.

25 The FAA Part 161 requirements have six

1 statutory conditions which must be met before FAA can
2 consider approving an access restriction. These include
3 the requirement that there be reasonable -- that the
4 access restriction be reasonable, non-arbitrary and
5 non-discriminatory.

6 In our case, because we're proposing a full
7 curfew, everybody is affected equally. Nobody can fly at
8 night. The access restriction cannot create an undue
9 burden on interstate foreign commerce and the measure of
10 that is a positive benefit cost ratio. The proposed
11 access restriction must maintain safe use of the
12 navigable air space and it's been demonstrated -- at
13 least I believe it's been demonstrated because there are
14 existing similar types of access restrictions at other
15 airports around the country and in the Southern
16 California area -- that we believe that imposing access
17 restrictions does allow for the safe and efficient use of
18 the navigable airspace. Otherwise, we would presume that
19 FAA would not have allowed those other types of access
20 restrictions to have been approved and remain in effect
21 today.

22 The access limitation cannot conflict with
23 Federal law. It must be developed through a process that
24 affords it adequate opportunity for public comment. Your
25 presence here tonight is part of that fulfillment of the

1 requirement that everybody be notified to the extent
2 practicable.

3 And finally, Part 161 requires that a curfew
4 cannot create an undue burden on the national aviation
5 system. That means that the aviation system must be able
6 to accommodate the shifting of flights, for example, in a
7 way that allows the national aviation system to consider
8 -- to continue to operate efficiently. Next slide.

9 On March 31st, the Airport Authority opened
10 public comment for the Part 161 study. Originally, it
11 had been planned that this public comment period would
12 end on Wednesday the 14th. However, the Airport
13 Authority received a written request from the Federal
14 Aviation Administration to extend the public comment
15 period an additional 30 days so that they can study our
16 benefit cost analysis. The Airport Authority voted to
17 give FAA that extension. And that extension then is
18 given to all members of the public who want to provide
19 public comment. So that means everyone will have the
20 ability to provide public comment until Friday the 13th
21 of June.

22 On April 14th, the Airport Authority held a
23 public workshop. Today we are here and we will be taking
24 public comment shortly for anyone who has a comment that
25 they want to give. And in the closure of the public

1 comment period, we have tentatively scheduled the
2 commission meeting of July 21st as that date where staff
3 will bring to the Authority a resolution to submit an
4 application to the FAA. Next slide.

5 As a result of the public outreach that we have
6 had to date, we have been receiving comments. We hope to
7 continue to receive comments but the tally right now
8 stands at 166 comments received to date. You can see
9 that those comments supporting the implementation of a
10 full curfew at Bob Hope Airport number some 123, most of
11 them inside what we'll call the BUR influence area.
12 That's the area surrounding the airport which is impacted
13 by operations from the airport.

14 You can see that there is some 33 letters that
15 we have received imposing the implementation of a full
16 curfew and we received some 10 letters that we couldn't
17 figure out what it was exactly that they wanted to tell
18 us, for a total of some 166.

19 So I think as just a sampling -- this is
20 certainly not a final and I don't think it's dispositive
21 of what we can expect to see but I think it's starting to
22 show that there is substantial support for the
23 implementation of a curfew at Bob Hope Airport. Next
24 slide.

25 Where do we go from here. Well, once the

1 Airport Authority takes action and directs staff to
2 submit an application to the FAA, the FAA will then
3 accept that application and make a determination of
4 whether or not it is complete. Once the application is
5 deemed complete, the FAA will then review the
6 application, hopefully on its merits, and then make a
7 final decision whether or not the Airport Authority can
8 implement the proposed access restriction.

9 Once the FAA makes that final decision, that
10 measure will come back to the Airport Authority which
11 must conduct a CEQA, California Environmental Quality
12 Analysis, and then take action to implement the access
13 restriction. Next slide.

14 I think it's important to note that this is the
15 first ever Part 161 study submitted for a Stage 3
16 restriction. We are blazing new ground here. And I
17 think not only the Airport Authority but the FAA is also
18 blazing new ground here. The FAA is going to have to
19 establish a criterion for dealing in application
20 completion and when they are deeming an application
21 complete. And they are going to have to determine the
22 criteria for approving or rejecting Part 161 study. Once
23 it's deemed complete, the FAA will examine the study
24 methodology. They are going to look at how we determined
25 our positive benefit cost ratio, they are going to look

1 at our compliance with the statutory requirements, and
2 are hopefully going to be developing guidelines for us
3 and other airports to follow in the event that they
4 decide not to approve the application.

5 We think that the evaluation process by the FAA
6 is going to take some time and is probably going to run
7 well into 2009 before we get an ultimate decision from
8 the FAA.

9 The Airport Authority is committed to
10 meaningful nighttime noise relief for the community. As
11 a demonstration of that commitment, the Airport Authority
12 has already spent over \$6 million on this trailblazing
13 study and intends to meet its goal to significantly
14 reduce or eliminate nighttime noise, that goal which was
15 established in July of 2000. Next slide.

16 Finally, the Authority actions to date reflect
17 its strong commitment to protecting and improving the
18 quality of life of those who are impacted by aviation
19 operations at Bob Hope Airport.

20 And with that, Mr. Poviliatis, if you want to
21 open the public comment period.

22 COUNCIL PRESIDENT POVILIATIS: Thank you, Dan.

23 COMMISSIONER WIGGINS: Is there a requirement
24 also once the application is submitted for the Airport
25 Authority to respond?

1 COMMISSIONER FEGER: I'm going to have counsel
2 address that question.

3 MR. RYAN: Tom Ryan, Counsel for the Airport.

4 COMMISSIONER WIGGINS: Can they sit on it for
5 years?

6 MR. RYAN: No, they have a set number of days
7 to tell us whether or not our application is complete or
8 not. If they deem it incomplete, they could ask us for
9 more information and we can decide to submit it or not.
10 Once they deem it complete, the 180-day time period
11 starts for them to make a determination.

12 COMMISSIONER WIGGINS: Thank you.

13 COMMISSION PRESIDENT POVILIATIS: Any other
14 questions from the Commission?

15 Okay, in that case, we will actually open the
16 public hearing for public comment. Please fill out a
17 speaker card and also that -- if you start your comment,
18 please state your name and spell your last name so the
19 recorder can get it, accurately capture the comments.
20 Start with the first speaker, please.

21 COMMISSIONER WORKMAN: First speaker is Don
22 Eylsmore, to be followed by Rose Prouser.

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25 COMMENTS BY SPEAKER DON EYLSMORE

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MR. ELYSMORE: Good evening, President Poviliatis and other Members of the Commission. My name is Don, D-o-n, Eylsmore, E-y-l-s-m-o-r-e. Tonight I am presenting a letter for inclusion in the 161 documentation. The receptionist and the secretary have copies and I believe you have been distributed the letter as well. The heart of it is -- I'll actually read it.

In a letter dated May 19th, 2004, from the FAA to Max Wolf, on page 3 regarding this study, the FAA says -- and I quote. "Some of the statutory criteria placed airport use restrictions in the context of measures of last resort rather than first response. For mitigating aircraft noise" -- it continues "The statute reflects a national interest in maintaining the efficiency and capacity of the national airport or air transportation system and insuring that the federally-funded airports maintain reasonable public access", end quote.

Well, here is what I find salient about those statements. First bullet point, restrictive measures will be tested to see if they can be considered less than the last resort.

Second bullet point. Any restriction considered not in the interest of air transportation will

1 be rejected.

2 And third point, airports have to maintain
3 reasonable public access.

4 Well, my response to each of the above bullet
5 points is this. Number one, restrictive measures must
6 favor the general public, not -- and not just be the last
7 resort.

8 Second, the strict consideration of air
9 transportation demonstrates unreasonable, arbitrary, and
10 discriminatory action by the FAA.

11 Third, what is determined to be "reasonable
12 public access" to an airport is subjective. This should
13 be scrutinized to be sure that industry prejudice is not
14 the only criterion. The Airport Noise and Capacity Act,
15 ANCA, of 1990, is restrictive and punitive to us. The
16 FAA interpretation is using it for parochial gain and it
17 must be revised or rescinded. Very truly yours, Don
18 Eylsmore.

19 Now, in this brief comment earlier -- it was
20 the question about how much time the FAA gets. I really
21 wonder why it was that the FAA sent you a request for
22 another 30 days. Because as you heard earlier, the FAA
23 gets to either approve or deny the original presentation.
24 That gives them time, on top of everything else but also
25 can delay it. And then they have six months after they

1 accept whatever you finally put before them.

2 There is no need for them to have
3 preannouncements of what they want and try to color, to
4 use my word, the kind of presentation that is being given
5 to them. I suspect that there is a highly different
6 reason for that 30 days. We won't know until this is all
7 over what is going on there but I see no necessity for
8 it.

9 Thank you.

10 COMMISSION PRESIDENT POVILIATIS: Thank you.

11 Next speaker?

12 COMMISSIONER WORKMAN: The next speaker is Rose
13 Prouser, to be followed by Wayne Williams.

14

15 COMMENTS BY SPEAKER ROSE PROUSER

16

17 MS. PROUSER: My name is Rose Prouser,
18 P-r-o-u-s-e-r, and I live here in Burbank. Good evening,
19 gentleman. It is a rare privilege and a certain
20 responsibility that brings us here tonight. The
21 residents of Burbank have had a long history with this
22 airport, a history of double speak and expansion over and
23 over again, even while being promised that all is well.

24 All the way back to the '70s, at the beginning
25 of the Joint Powers Agreement, the founding of the

1 Burbank-Glendale-Pasadena Airport, the residents were
2 promised caps on passengers and caps on flights and still
3 even to this day, have never seen that promise fulfilled.

4 All the years the operators of this airport
5 have been claiming to the people that the terminal must
6 be moved, must be expanded crying unsafe, unsafe even
7 while the FAA (unintelligible) this airport year after
8 year and even up to this date and recently, just months
9 ago, bringing into a so-called security expansion project
10 crying explicit mandate from the TSA, even though the
11 national head of the TSA has said no such mandate had
12 been issued. And even to this day no such explicit
13 mandate has been issued.

14 So it is with much scepticism that many view
15 this Part 161 study exercise as it could be viewed
16 because no matter the facts, this airport has mostly done
17 as it has pleased, the public be damned, in spite of real
18 evidence to the contrary over and over again.

19 The history of this airport's bad behavior is
20 germane to the current Part 161 study. We must keep in
21 mind that the comments about dragging your feet made by
22 the Judge in this State's Caltrans Noise Variance Hearing
23 relating to the promises of a study since 1999 and before
24 says the delay in completion of the project is excessive
25 and unjustified, Administrative Judge Samuel Reyes opined

1 in January of '08, just a few months ago. He is waiting
2 even now to know when this Part 161 study will be done.

3 With all the noise, the interruptions, the
4 traffic, the pollution, the stress on the infrastructure,
5 the excessive use of water in this State drought
6 emergency, our rate increases of -- our water rates are
7 increasing to cover it.

8 Those things affect us 24 hours a day, every
9 day, all year all the time. Couldn't you at least find
10 some relief at night? We could go through a list of cost
11 benefits arguments in detail although a short five
12 minutes here does not even skim the surface.

13 For example, I understand the FAA has only
14 about 400 more houses to insulate in providing the CNEL
15 area yet still thousands are impacted by the noise day in
16 and day out in our tiny city of 17 square miles.

17 Supposedly, 97 percent of the commercial
18 airliners are compliant with the voluntary curfew. But
19 to have equal protection under the law, all operators
20 should be included. All operators, all night.

21 A recent newspaper article cites that Van Nuys
22 would get something like one percent of our overnight
23 flights and they are complaining. But keep in mind that
24 they are in the process of their only Part 161 study and
25 perhaps they will need to accept none. And no one even

1 seriously considering the role that Palmdale should play
2 in this region's air traffic. And do you know that the
3 land area of the Palmdale airport is greater than the
4 land area of the entire City of Burbank?

5 The fact remains that if the persons in charge
6 want us to have a mandatory nighttime curfew, there is
7 presently evidence to support a finding. And although we
8 continue to hear how difficult it will be, what we know
9 is this. National Airport in Washington D.C. has a
10 mandatory nighttime curfew. That's because of the
11 congressional members who have apartments or homes
12 adjacent to or in the flight path, somewhere in the noise
13 impact area of that airport. Enough said. Certainly
14 their sleep is no more important than ours. Or is it.

15 And to the FAA in closing, perhaps the first
16 question to be answered is this. How many times each
17 night is it acceptable to you, to you of the FAA as
18 individuals, how many times each night is it acceptable
19 to you to be awakened from your sleep? Awakened not by
20 the nudge of the person beside you or the baby crying or
21 the dog barking, but by the horror, the unnerving terror
22 of the apocalypse befalling you; an explosion, a bomb, a
23 terror attack, an earthquake, a car wreck, a plane
24 crash -- until your brain finally sorts it out and you
25 realize eventually oh, it's just another plane coming in.

1 62 times a night we were told. How many times a night is
2 it acceptable to each one of you. And that's the first
3 question.

4 And the second question should be this. How
5 soon can we grant these people a full nighttime curfew.
6 Hopefully to the FAA, your answer will be the time is
7 now. And then, you will demand that also this airport
8 comply.

9 Thank you very much.

10 COMMISSION PRESIDENT POVILIATIS: Thank you.
11 Next speaker?

12 COMMISSIONER WORKMAN: Next speaker is Wayne
13 Williams to be followed by -- Diane Rosen.

14

15 COMMENTS BY SPEAKER WAYNE WILLIAMS

16

17 MR. WILLIAMS: Hello, my name is Wayne
18 Williams, I am a member of the Sherman Oaks Homeowners
19 Association, commonly known as SOHA, and I am going to
20 submit a letter from our Board to you and I will read it
21 to you at this moment.

22 Okay, the Sherman Oaks Homeowners Association
23 is the largest homeowners association in the San Fernando
24 Valley. And all of its members are directly affected by
25 aircraft noise from both Bob Hope Airport and Van Nuys

1 Airport because the community is located directly between
2 the two airfields and their main departure flight tracks.
3 If any community receives significant noise as a result
4 of the operations from both airfields, Sherman Oaks is
5 the one most disproportionately impacted compared to all
6 others.

7 Additionally, Sherman Oaks is not within the
8 current measurable noise tracking boundaries of either
9 airport so our residents have no recourse for mitigation.
10 As such, Sherman Oaks has become the dumping ground for
11 noise and pollution from aircraft that financially
12 benefit the cities of Burbank-Glendale-Pasadena as well
13 as the operation of Van Nuys Airport.

14 SOHA has received your Part 161 application for
15 proposed night curfew and wished to express the following
16 comments. We recognize that should the FAA approve your
17 request for a nighttime curfew, two events are likely to
18 happen. The section of Sherman Oaks east that are closer
19 to Burbank Airport will notice quieter evenings while
20 there is a potential that those members of west
21 Sherman Oaks could experience a slight increase in
22 nighttime noise as general aviation flights may move to
23 Van Nuys Airport for nighttime usage.

24 With this understood, it would be hypocritical
25 for SOHA to take a resistant position to any community

1 wishing to limit the noise of aircraft from their
2 community, as we would also appreciate their support in
3 any efforts we wish to make with regards to our concerns
4 and efforts, specifically at Van Nuys Airport.

5 As such, we support Bob Hope Airport Authority
6 in its application for the proposed night curfew and ask
7 for their support with regards to Van Nuys Airport's
8 efforts with the FAA to do the same. Thus, it is
9 critical for Los Angeles world airports to immediately
10 move forward with its Part 161 FAA study for Van Nuys
11 Airport with a similar night curfew. Failure to allow
12 both airports to achieve the same balanced curfew
13 opportunities would establish a significant environment
14 of discrimination with one community benefiting at the
15 expense of another, leaving Sherman Oaks trapped in the
16 middle continuing to receive the same unacceptable amount
17 of noise.

18 Thank you.

19 COMMISSIONER WORKMAN: The next speaker is
20 Diane Rosen, to be followed by Gerald Silver.

21

22 COMMENTS BY SPEAKER DIANE ROSEN

23

24 MS. ROSEN: Good evening, I am Diane Rosen,
25 D-i-a-n-e, R-o-s-e-n, and I am here representing the

1 Encino neighborhood Council and the Encino Property
2 Owners. So I'm wearing two hats.

3 The Encino Neighborhood Council has unanimously
4 voted to support the Burbank nighttime curfew with
5 qualifications. ENC supports residents of Burbank in
6 their effort to achieve a nighttime curfew from 10:00
7 p.m. to 7:00 a.m. provided the same curfew conditions are
8 adopted at the Van Nuys Airport through the VNY Part 161
9 study.

10 The surrounding residents -- residential areas
11 of Van Nuys Airport, including the community of Encino,
12 deserve the same protections from excessive noise from
13 late evening takeoff and landings as residents near Bob
14 Hope Airport. For this reason, we strongly oppose any
15 shifting of operations from Bob Hope Airport to Van Nuys
16 Airport. Attached is a copy of our curfew request which
17 I will give you.

18 And then wearing the other hat, the EPOA, the
19 Encino Property Owners, have evaluated the proposed
20 nighttime curfew requested by the Bob Hope Airport, EPOA
21 unanimously recommends support for the Burbank nighttime
22 curfew with qualifications. EPOA supports the residents
23 of Burbank in their effort to achieve a nighttime curfew
24 from 10:00 p.m. to 7:00 a.m. and recommend that the same
25 curfew conditions be applied to Van Nuys through the Van

1 Nuys VNY Part 161 study.

2 However, should the Bob Hope curfew be approved
3 by the FAA, it is important that these same curfew
4 conditions be adopted at Van Nuys Airport to protect the
5 surrounding residential neighborhoods.

6 We object to any shifting of operations from
7 Bob Hope and do not want these -- a curfew landing at Van
8 Nuys causing the same noise problems that Burbank is
9 attempting to eliminate.

10 The people living in the areas surrounding Van
11 Nuys need the same protection from excessive noise from
12 late night takeoff and landings as residents living near
13 the Bob Hope Airport. We urge you to support a night
14 curfew for both airports. Thank you.

15 COMMISSION PRESIDENT POVILIATIS: Thank you.

16 COMMISSIONER WORKMAN: Last speaker is Gerald
17 Silver.

18

19 COMMENTS BY SPEAKER GERALD SILVER

20

21 MR. SILVER: Good evening, ladies and
22 gentlemen. I'm Gerald Silver, President of Homeowners of
23 Encino. I'm also on the Van Nuys Airport Citizens
24 Advisory Council and also a member of the Encino
25 Neighborhood Council.

1 My remarks this evening will not be exclusively
2 reflective of the homeowners of Encino. I also was one
3 of the founders of the North Hollywood Homeowners
4 Association back some 30 or 40 years ago so I -- seems I
5 have been dealing with the same issues decade after
6 decade.

7 So let me just read my remarks here. We have
8 had an opportunity to review your FAA Part 161
9 application for a proposed curfew and would like to make
10 our comments part of the official record.

11 Homeowners of Encino represent thousands of
12 residents living in the San Fernando Valley who are daily
13 plagued by noise from both Burbank Bob Hope Airport and
14 Van Nuys Airport. Much of this noise nuisance is due to
15 night operation, particularly aviation jets -- business
16 jets, I should say, at night involving Leers and
17 Gulfstreams and other Stage 2 and Stage 3 aircraft.

18 We support the Burbank night curfew with
19 qualification. We support this curfew. Homeowners of
20 Encino supports all efforts by all local airports to
21 reduce nighttime noise, particularly from 10:00 p.m. to
22 7:00 a.m. We therefore are strongly in support of both
23 Burbank and the Van Nuys Airport Part 161 study that both
24 seek to shut down the airports at night except for
25 emergency operations.

1 We do not take in the attitude with regards to
2 the night aircraft noise, we find it unacceptable for any
3 airport, be it Van Nuys or Burbank, Bob Hope, to shift
4 noise to other airports. Clearly the San Fernando Valley
5 is besieged by airport noise and curfew efforts must be
6 made at both airports.

7 We recognize that the FAA will not be
8 evaluating the Bob Hope curfew at the same time as the
9 Van Nuys Airport Part 161. It will be evaluated.
10 Actually, you will have a little more than we are. But
11 it is essential that the FAA consider the consequences of
12 shifting Hope noise to Van Nuys residents, especially
13 freight operations including late night Fed-Ex and UPS
14 flights.

15 This will be totally unacceptable and lead to
16 litigation, not only the Equal Protection clause but will
17 also have long-term political consequences.

18 We believe that the effective Congressmen must
19 address the nighttime noise issue in the context of both
20 airports. Many residents living in Encino Sherman Oaks
21 are duly impacted by the night jet noise from both
22 airports. It is impermissible to cause any shifting in
23 noise due to the proposed Burbank nighttime curfew.

24 The residents living in the areas surrounding
25 Van Nuys need the same protection from noise from these

1 late night flights as those of Hope. We urge you to
2 support night curfew.

3 For just a moment, I want to talk just briefly
4 about this Part 161 study because I am not as familiar as
5 some of you are with whether 161 is well crafted. And of
6 course we're addressing Stage 3 and Stage 2 at night so
7 ultimately part of the controls are going to -- the new
8 controls at Hope are going to require the FAA commission.
9 Some controls at night will not. Stage 2 aircraft can be
10 banned totally at night at both Van Nuys or Hope, without
11 the FAA's permission.

12 Now, that must be clearly understood. You do
13 not need the permission of the FAA to ban Stage 2
14 aircraft at night. And that's because, of course, all
15 you have to do is go through the Part 161 study steps.

16 Now, Stage 3 operations, that's another story.
17 That's going to require the FAA's permission. So we need
18 that distinction clearly in mind.

19 Now, the problem is this. The FAA is going to
20 be the stumbling block. I think most of you, your hearts
21 are in the right place. You want to see the residents'
22 noise complaints addressed. But the FAA has one master
23 and that's Congress.

24 So I'm suggesting this; that if we go along in
25 this process in your 161 and the Van Nuys, we're going to

1 need the cooperation of the congressional delegation
2 because they fund the FAA. They are the ones who when
3 the reauthorization bills come up can say -- Congress can
4 say to the FAA we want relief from both airports at night
5 or you don't get adequate funding.

6 So that must be kept in mind because that model
7 has been used on the East Coast by Congress people as
8 well who want to see controls put in place and the only
9 way they ultimately got those is because of reauthorizing
10 funding.

11 Thank you, and I'm sorry if I went a little
12 overtime but I thought we might have the time. Thank
13 you.

14 COMMISSION PRESIDENT POVILIATIS: Thank you.

15 Any other speakers?

16 COMMISSIONER WIGGINS: No other speakers.

17 COUNCIL PRESIDENT POVILIATIS: In that case,
18 we'll close the public hearing portion for this evening.

19 Would staff care to make any comments?

20 COMMISSIONER FEGER: Because we're still in the
21 public comment period, staff -- I guess I better --
22 because we're still in the public comment period, we are
23 here to hear your comments.

24 We will be assembling all of the comments that
25 we get in this study as part of the official record. We

1 will be responding where appropriate to categories of
2 comments or directly to comments that are received and
3 that process will take place after the close of the
4 public comment period and before we come back to you, the
5 final completed applications and your approval to move
6 forward through the submission of the FAA.

7 COMMISSION PRESIDENT POVILIATIS: Any comments
8 or questions?

9 COMMISSIONER MANOUKIAN: Just for
10 clarification, the gentleman mentioned the Stage 2
11 aircraft without FAA authorization. Is that --

12 COMMISSIONER FEGER: Well, I will let counsel
13 address it in more clarity. Generally speaking, though,
14 the Airport Authority already has banned Stage 2 aircraft
15 at night. So that really is not an issue for us. There
16 is a distinction made in 161 between applications on
17 Stage 2 aircraft and restrictions of Stage 3 aircraft.
18 And I think there is a case at Naples which went into
19 greater detail in terms of how much input the FAA has in
20 approving a 161 application for Stage 2.

21 I don't know, Tom, if you want to add some
22 detail to that.

23 MR. RYAN: I think the short answer we've
24 already through our grandfathered rules taken care of
25 Stage 2 at night.

1 COMMISSIONER WIGGINS: We're here to take
2 comments and that is what we are here to do. But Rose, I
3 have to respond to a couple of comments that you made.

4 As you well know, when I was on the
5 City Council and when I was Mayor, I held a Sunday
6 afternoon or Sunday morning meeting of the Burbank
7 City Council and basically stopped the airport from
8 expanding. So you know where my head is. Don knows that
9 as well.

10 Since I have been on the Airport Authority, I
11 have been Chairman of the Legal Committee. The Legal
12 Committee has been the Committee that has been
13 responsible for moving the 161 study forward. And I will
14 tell you that we've spent millions and millions of
15 dollars on that but we suffered a setback when -- or not
16 a setback but we had to step back and review where we
17 were going when we received a letter from the FAA
18 regarding how we were monetizing our cost benefit
19 analysis.

20 We did step back, we did review that, and I
21 give staff and our consultants a tremendous amount of
22 credit for coming up with a really good justification on
23 the cost benefit analysis. So I hate to hear you say
24 we're dragging our feet because certainly as your
25 representative on -- one of three on the Airport

1 Authority on Burbank, we have not been dragging our feet.
2 We've spent a lot of money on it.

3 And this has nothing to do with the 161 study
4 but you brought it up in your comments and I want to
5 respond to it. You said basically that there has been no
6 Federal mandate to do the security project on Terminal B
7 and I -- there is just no way in the world that that is
8 true.

9 We've got reams and reams of paper from the TSA
10 showing that there is a Federal mandate. It's necessary
11 for the safety of our passengers that are going through
12 that particular terminal, the Planning Board approved it,
13 the City approved it, and -- you know, to say that there
14 is no mandate, I really, really take exception to that.

15 So I just wanted to be clear on the record.
16 Thank you, Mr. President.

17 COMMISSION PRESIDENT POVILIATIS: Okay. We
18 have a short business agenda.

19

20 (Ending time: 6:57 p.m.)

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REPORTER'S CERTIFICATE

I, DAVE STEWART, CSR No. 4543, Certified
Shorthand Reporter, certify;

That the foregoing proceedings were taken
before me at the time and place therein set forth;

That the statements of the speakers and all
statements made at the time of the hearing were recorded
stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct
transcript of my shorthand notes so taken.

I declare under penalty of perjury under the
laws of California that the foregoing is true and
correct.

Dated this day of , 2008.

DAVE STEWART, CSR 4543

**SUMMARY OF WRITTEN COMMENTS RECEIVED DURING
OFFICIAL COMMENT PERIOD**

SUMMARY OF COMMENTS RECEIVED ON DRAFT FAR PART 161 APPLICATION

BOB HOPE AIRPORT August 30, 2008

This report summarizes comments received on the FAR Part 161 Study for Bob Hope Airport. A public comment docket was established in 2000 during Phase 1 of the Part 161 Study and was closed June 13, 2008. A formal comment period on the Draft Part 161 Application was open for a 75-day period from March 31 through June 13, 2008. While this summary is focused on comments received during the formal public comment period, certain information is also presented covering the entire public comment docket.

During the formal comment period on the Draft Part 161 Application, 309 letters and emails (collectively, messages) were filed from 46 organizations and 263 individuals. Sixty-one percent of the messages supported a curfew and one-third were in opposition. (The remainder were general comments, questions, or requests for information.) Each message was reviewed to identify specific comments related to the draft application, and while some messages contained a single comment, others included numerous comments. A total of 593 separate comments challenging some aspect of the draft application were identified in these messages.

The entire docket includes 2,682 messages (including the 309 described above). Most were form letters filed during and shortly after the public listening sessions held in 2000 to solicit public opinion on the nature of local noise concerns. Ninety-five percent of the messages offered statements of support.

This summary report includes six tables and two charts. Table 1 lists all commenters during the formal comment period representing a business or other organization. They are classified into four groups – community associations, government and elected officials, focused stakeholders (Airport users and aviation economic interests), and local businesses and business groups.

Table 2 shows the number of comments received at the public comment docket during the entire study period from each commenter group by comment type. Table 3 shows the same information for the formal public comment period only, and Figure 1 presents that information graphically, based on the percentage of comment types by commenter group.

Figure 2 shows, for those opposed to the curfew, the number of comments received during the formal comment period by comment classification. Most of the comments, nearly 120, related to FAR Part 161 Condition 2, an undue burden on commerce. Approximately 105 comments addressed Condition 1, reasonableness and nondiscrimination. Just over 50 comments related to Condition 6, undue

burden on the national aviation system. Fewer than 10 comments each dealt with Conditions 3, 4, and 5 and environmental analysis concerns.

Table 4 lists, more discretely than in Figure 2 but still in summary form, each comment that was filed by commenter group during the formal comment period. Individuals accounted for the most comments, most of whom indicated support for the curfew (the “unclassified” category in Table 4). Forty-six comments from individuals expressed concern about the impact of the curfew on businesses and passengers.

The next greatest number of comments was filed by focused stakeholders. These comments were far-ranging, but most took issue with the benefit-cost analysis, claiming that costs were understated and benefits were overstated. Other common concerns were that the seriousness of the noise problem had not been adequately demonstrated, that the aviation activity forecasts were deficient, and that the burden on commerce was too severe to justify the curfew.

Ninety-four comments were filed by governments and elected officials. The FAA accounted for most of these. Particular concerns from these commenters included the shift in traffic Bob Hope Airport to other airports in the region and the legal analysis in the application.

Community associations and local businesses and business groups accounted for 15 and 14 comments, respectively. As would be expected, the local businesses were particularly concerned with the impact of the curfew on commerce. Most of the concern expressed by community associations dealt with the shift in traffic from Bob Hope Airport to other local airports, particularly Van Nuys Airport and Los Angeles International Airport.

Table 5 lists all comments, paraphrased, that were received during the formal comment period. It also provides a preliminary assessment of the response needed to address the comments. While there is a wide variation in the nature of the responses that are needed, they tend to cluster in four groups.

- Many of the comments address points of judgment or technique that are justifiably debatable, a misreading of the Draft FAR Part 161 Application, or are simply incorrect. Those comments could be rebutted or clarified in the text of the Application.
- Several comments, particularly those relating to the benefit-cost analysis and aviation activity forecasts, would require detailed review of the archival documentation of the analyses. In some cases, additional analysis could be required to address specific comments.

- Several comments, primarily relating to the shift in traffic to other airports and the environmental evaluation that FAA has advised will be required, will require additional technical analysis.
- A number of comments, especially those made by the FAA, require follow-up discussion with the FAA to ascertain details of the FAA's concern and to define the parameters within which appropriate responses and technical analyses can be developed.

Table 6 is the master list of all comments received during the official comment period. It lists each commenter, their affiliation, the comment type, comment summary, and comment details.

Table 1

LIST OF COMMENTERS BY COMMENTER GROUP
Bob Hope Airport FAR Part 161 Study

Commenter Group	Commenter
Community Associations	Citizen Noise Advisory Committee for the Portland International Airport Encino Property Owners Association (EPOA) Homeowners of Encino (HOME) Lake Balboa Neighborhood Council LAX/Community Noise Roundtable Los Angeles International Airport Area Advisory Committee Sherman Oaks Homeowners Association (SOHA) Valley Voters Organized Toward Empowerment (VOTE). Van Nuys Airport Citizens Advisory Council
Focused Stakeholders	Airports Council International – North America (ACI-NA) Air Transport Association (ATA) Aircraft Owners and Pilots Association (AOPA) AvJet Corporation California Pilots Association Cargo Airline Association FedEx GaryAir Air Taxi Los Angeles World Airports (LAWA) Million Air Burbank National Business Aviation Association (NBAA) Regional Air Cargo Carriers Association (RCCA) Smart Air Charter
Government & Elected Officials	City of Burbank City of El Segundo City of Glendale, California City of Los Angeles City of Pasadena Congressman Howard Berman Congressman Adam Schiff Federal Aviation Administration (FAA) Mayor Antonio Villaraigosa, City of Los Angeles Supervisor Michael D. Antonovich, Los Angeles County
Local Business & Business Groups	Burbank Chamber of Commerce Jon Rodgers Aviation Consulting Langer Equestrian Group Sound Waves Insulation, Inc. Valley Industry and Commerce Association (VICA)

Table 2
MESSAGES RECEIVED BY COMMENTER GROUP AND COMMENT TYPE—2000-2008
 Bob Hope Airport FAR Part 161 Study

Group	Statement of Support	Statement of Opposition	Request for Information	Comment	Total
Community Associations	4	5	0	0	9
Focused Stakeholders	2	17	2	0	21
Government & Elected Officials	6	3	1	0	10
Individuals	2,542	79	6	10	2,637
Local Business & Business Groups	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>5</u>
Total	2,555	106	9	12	2,682
Percentage	95%	4%	0.4%	0.4%	100%

Table 3
MESSAGES RECEIVED BY COMMENTER GROUP AND COMMENT TYPE
March 31-June 13, 2008
 Bob Hope Airport FAR Part 161 Study

Group	Statement of Support	Statement of Opposition	Request for Information	Comment	Total
Community Associations	4	4	0	0	8
Focused Stakeholders	2	16	2	0	20
Government & Elected Officials	6	4	1	0	11
Individuals	174	75	6	8	263
Local Business & Business Groups	<u>2</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>7</u>
Total	188	102	10	9	309
Percentage	61%	33%	3%	3%	100%

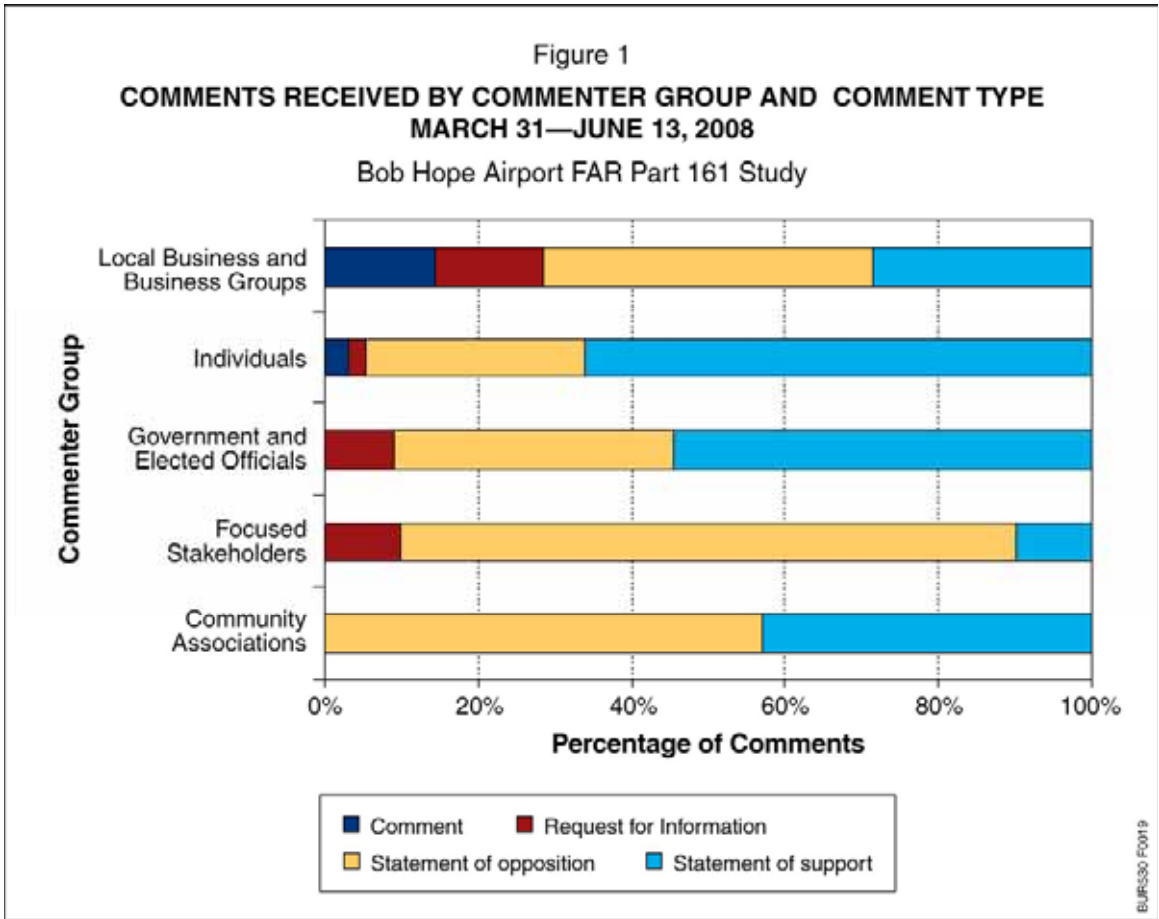
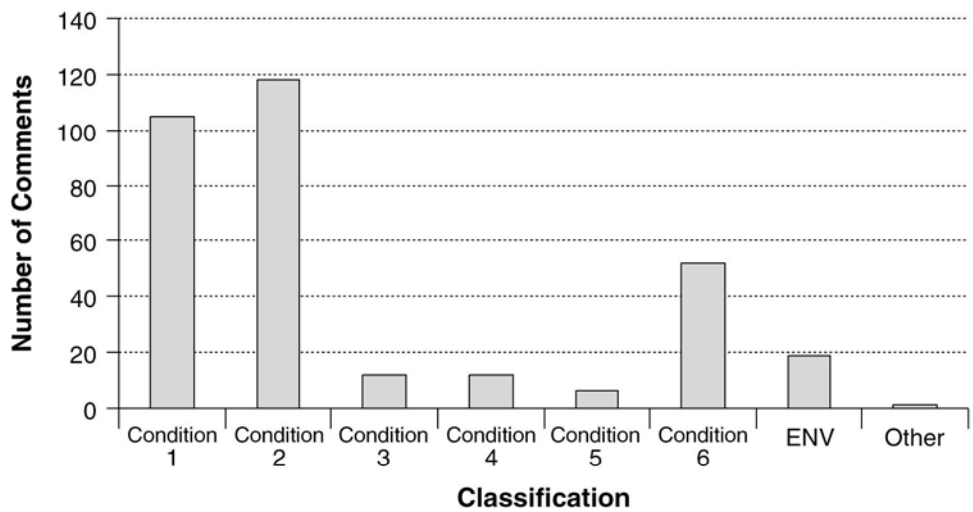


Figure 2
**COMMENTS BY COMMENT CLASSIFICATION—COMMENTERS OPPOSED TO CURFEW
MARCH 31—JUNE 13, 2008**

Bob Hope Airport FAR Part 161 Study



- Notes:
- 1 = Condition 1, Reasonable, nondiscriminatory
 - 2 = Condition 2, Undue burden on commerce
 - 3 = Condition 3, Safe and efficient use of navigable airspace
 - 4 = Condition 4, Compliance with law
 - 5 = Condition 5, Opportunity for public comment
 - 6 = Condition 6, Burden on national aviation system
 - ENV = Environmental analysis
 - Other = Other

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Table 4

COMMENTS RECEIVED BY COMMENTER GROUP – MARCH 31 – JUNE 13, 2008
 Bob Hope Airport FAR Part 161 Study

Comment	Number of Comments by Commenter Group					Total
	Community Associations	Focused Stakeholders	Government & Elected Officials	Individuals	Local Business and Business Groups	
Air quality analysis needed		5	1			6
Alternatives not fully considered			5	16		27
Aviation safety is compromised	4	2		7		7
Awakenings reduction estimate is invalid			3			3
Awakenings reduction is understated			1			1
BCA methodology - adjustments and documentation needed		3	4			7
Benefits overstated -- acoustical treatment savings		6	2		2	10
Benefits overstated -- CV survey, willingness to pay for curfew		1			2	3
Benefits overstated -- housing price increase		6	1		1	8
Benefits understated -- acoustical treatment savings		1				1
Benefits understated -- CV survey, willingness to pay for curfew			2			2
Benefits understated -- housing price increase			3			3
Benefits understated -- intangibles, impacts below 65 CNEL			3	1		4
Burden on commerce - undue impact on businesses, passengers		12		46	3	61
Burden on national aviation system is too severe		4	1	1	1	7
CEQA, NEPA EA needed		2	2		1	5
Consultation with other airports needed			1			1
Costs -- sensitivity analysis, documentation needed		2	4			6
Costs overstated			2			2
Costs understated		25	3	2	1	31
Cumulative impact -- minimal effect of shifted flights			1			1
Cumulative impact -- need to consider effect of shifted flights	1	8	5			14
Curfew also needed at VNY	4			4		8
Curfew not justified		2		5		7
Delay-congestion impacts not fully considered		2	2			4
Description of restriction -- more details needed			1			1
Discriminatory		8	2			12
Forecasts -- not justified or in error		13	4		2	17
Legal analysis is incomplete		9	9			18
Noise -- confirm modeling details			2			2
Noise increase overstated		4		1		5
Noise problem -- further documentation needed			5			5
Noise problem -- not convincingly shown		15	4	25		44
Noise reduction is overstated		2				2
Other		5	3	12	2	22
Refusal to provide information		3				3
Regional approach needed		1	2			5
Regional role of BUR needs to be considered	2	1	2			3
Traffic shift is a concern	4	4	9	16		33
Unclassified		2	5	184	1	192
Total	15	148	94	322	14	593

Table 5
COMMENTS RECEIVED FROM MARCH 31 TO JUNE 13, 2008 AND RESPONSES NEEDED
 Bob Hope Airport FAR Part 161 Study

Comment—General	Detailed Comment
Air quality analysis needed	Air quality impacts need to be considered. Should consider impact of increase in regional surface traffic.
Alternatives not fully considered	Consider enhanced operational measures as alternative (RNAV departures) Consider residential sound insulation beyond 65 CNEL contour. Continuous descent arrival (CDA) procedures also should be pursued. Does not fully consider alternatives to curfew. Ignores principles of Balanced Approach Inadequate consideration of acoustical treatment program as alternative Inadequate consideration of noise benefits of taxiway improvements (Taxiway D extension enabling nighttime preferential use of Runway 26) Method used to establish noise-based curfew alternative is flawed Should seek even greater noise reduction. Should start earlier, end later. Should start later, end earlier.
Aviation safety is compromised	Aviation safety is compromised. Forcing (VFR) GA operators to fly during busier, non-curfew hours will reduce their access to ATC services, compromising safety.
Awakenings reduction estimate is invalid	Analysis of reduction in awakenings does not consider that awakenings from other sources of community noise will continue FAA will not consider comparative analysis of awakenings because of scientific disagreement on methods for estimating awakenings Findings of recent survey of awakenings research should be acknowledged Finegold-Elias awakenings curve should not be used as basis for awakenings estimate
Awakenings reduction is understated	Reduction in awakenings is understated because outdoor-to-indoor noise level reduction used in analysis is too high
BCA methodology - adjustments and documentation needed	Distinguish between value of time for business and leisure travelers Period of analysis is too short Provide more explanation of assumptions Should acknowledge City of Burbank's planning assessment that acoustical treatment program block-rounding is appropriate Should cite federal BCA guidance to document that BCA exceeds regulatory requirements
Benefits overstated -- acoustical treatment savings	Benefits overstated because acoustical treatment block-rounding is too extensive Benefits overstated because of assumption that all residents within 65 CNEL are seriously annoyed and require acoustical treatment Benefits overstated because savings in acoustical treatment costs should not be attributed to nighttime noise reduction Benefits overstated because the pace of acoustical treatment expenditures (and thus savings with a curfew) cannot be known and may not occur at all Confirm benefits of acoustical treatment are claimed only for currently untreated dwellings Should provide breakdown of properties in acoustical treatment eligibility area inside and outside 65 CNEL contour
Benefits overstated -- CV survey, willingness to pay for curfew	Benefits overstated because contingent value survey is invalid as estimate of benefits Benefits overstated because claim that VNY area residents would be willing to pay for reduced noise at BUR is not credible. [Ed. Note: Misunderstanding of CV analysis at VNY.]
Benefits overstated -- housing price increase	Benefits overstated because hedonic housing price model is unreliable as estimate of benefits Benefits overstated because housing prices used in BCA are outdated; use updated prices Benefits overstated because increase in property values will not be realized until property owners sell homes, transaction costs should be subtracted. Benefits overstated because property value increase is overstated Should discuss use of noise coefficients in hedonic model as reliable basis for estimated demand function for reduced noise Variables omitted from hedonic housing price model raise questions about its validity

Table 5 (continued)
**COMMENTS RECEIVED FROM MARCH 31 TO JUNE 13, 2008
AND RESPONSES NEEDED**

Comment—General	Detailed Comment
Benefits overstated -- acoustical treatment savings	Benefits overstated because FAA acoustical treatment eligibility guidelines (interior levels at or above 45 CNEL) are not considered in estimate of future acoustical treatment needs and costs.
Benefits understated -- CV survey, willingness to pay for curfew	Benefits understated because benefits identified contingent value study, addition to those in hedonic housing price model, were not counted.
	Benefits understated because contingent value survey tends to underestimate value of curfew to residents
Benefits understated -- housing price increase	Benefits understated because analysis should account for increased value of homes that would have been inside 65 CNEL in 2015 without curfew
	Should explain why hedonic model is a minimum estimate of benefits of curfew
	Use of 1998 INM for hedonic model may not accurately represent effect of noise on property values outside 65 CNEL
Benefits understated -- intangibles, impacts below 65 CNEL	Should account for benefits of curfew beyond 65 CNEL contour
	Should consider impact of noise below 65 CNEL.
	Should discuss intangible and hard to quantify benefits
Burden on commerce - undue impact on businesses, passengers	Half of nighttime itinerant flights would be diverted to other airports
	Some early morning shipments to local businesses will occur later in the day because they would have to come from LAX
	Trucking of freight from LAX to Burbank would make it difficult or impossible for FedEx to make delivery commitments
CEQA, NEPA EA needed	CEQA compliance is required before adoption.
	Increased noise at VNY will fall on Hispanic population, a potential environmental justice issue
	Need to prepare NEPA environmental analysis, EA
Consultation with other airports needed	Provide evidence of consultation with other airports
Costs -- sensitivity analysis, documentation needed	Lack of documentation of how unit costs were estimated
	Sensitivity analysis should stress tendency for costs to be overstated
	Should acknowledge effect of possible overstatement of lost ticket revenues
	Should explain that annual recurring costs to GA operators are probably overstated
	Should include better documentation of detailed GA costs
Costs overstated	Air cargo costs may be high and should be better documented
	Costs overstated because value of passenger delay time overstated
Costs understated	Benefits overstated because adverse impact of shifting flights to other airports is not considered
	Costs understated because costs of trucking cargo are too low
	Costs understated because costs to other airports and communities are ignored
	Costs understated because driving time from LA to ONT is underestimated
	Costs understated because effect of increased fuel costs not considered
	Costs understated because FedEx cannot shift flight operations to LAX
	Costs understated because full costs of passenger flight cancellation not considered
	Costs understated because impact on cargo carriers is incorrectly estimated
	Costs understated because it is assumed that all diverted passengers could be re-accommodated on other flights
	Costs understated because loss of connectivity to national aviation system not monetized
	Costs understated because of invalid claim that most GA operators would not be forced to move from BUR
	Costs understated because of lack of consideration of costs of changing GA and air cargo business models
	Costs understated because of underestimate of pilot time required for aircraft repositioning.
	Costs understated because reports of GA operators on their response to curfew should not have been discounted
	Costs understated because value of convenient service to passengers should be considered
	Costs understated by excluding lost landing fees, rental revenues at BUR.
	Costs understated by ignoring impact of traffic shift on VNY area residents (property values, acoustical treatment, etc.)
	Costs understated by not monetizing adverse environmental impacts of increased surface traffic.
	Impact on shippers not considered
	Virtually all GA jet operators would move from BUR if curfew adopted

Table 5 (continued)
**COMMENTS RECEIVED FROM MARCH 31 TO JUNE 13, 2008
AND RESPONSES NEEDED**

Comment—General	Detailed Comment
Cumulative impact -- minimal effect of shifted flights	Should explain that reduced impacts at BUR are not offset by increased impacts at other airports
Cumulative impact -- need to consider effect of shifted flights	Need to consider increased noise at other airports
	Need to study potential impact of curfew interacting with operating restrictions at other airports now under consideration
	Noise from increased truck traffic needs to be considered
	Shift of noise to other airports
	Should consider cumulative impact of shifted flights and foreseeable growth at LAX.
Curfew not justified	Should consider noise and capacity effects of noise abatement procedures at other airports to which traffic is shifted
Delay-congestion impacts not fully considered	Selection of full curfew as preferred alternative is unreasonable since the less restrictive alternatives produce higher net benefits
	Need to consider potential impact on 7:00 am departure rush throughout region
Description of restriction -- more details needed	Potential impact on airspace congestion not sufficiently studied
	Need to explain plans for revenues collected from curfew fines
Discriminatory	Discriminates against all-cargo segment of aviation industry; impact limited to cargo carriers
	Effects and costs of curfew would be borne solely by general aviation
	Inequitable effect in its distribution of costs and benefits. [Context indicates that concern is inequitable distribution of costs versus responsibility for nighttime noise problem.]
	Noise-based curfew may be discriminatory
	Potential for unjust discrimination against operators that cause minimal nighttime noise
Forecasts -- not justified or in error	Clarify discussion of changes in helicopter use at BUR
	Clarify whether the projection of delays into the curfew grace period is applied to both the baseline and the curfew forecasts
	Forecast ignores Stage 4 jet aircraft
	Forecast of future long-haul flights by Southwest is contrary to its historical pattern of operations
	Given dramatic rise in fuel prices, projected increase in airport operations is too high.
	Insufficient evidence in support of commercial operations forecasts
	Limited number of gates limit nighttime air traffic growth
	Nighttime cargo growth forecast is unsubstantiated and contradictory
	Nighttime growth forecasts overstated
	No evidence offered for claims of growth in East Coast markets
	No evidence offered for projected increase in late night and early morning flights
	Planning horizon is too short.
	Response of airlines to curfew is not adequately defended
	Should analyze effect of curfew on potential new entrants at BUR.
VLJ forecast is speculative and may overstate noise	
Legal analysis is incomplete	Absence of court ruling is not evidence that curfews pre-dating ANCA comply with law
	Cumulative impacts on air traffic system not sufficiently addressed
	Curfew would violate Commerce Clause of US Constitution
	Curfew would violate Supremacy Clause of US Constitution
	Curfews pre-dating ANCA are not evidence of compliance with law
	More complete discussion of compliance with Commerce Clause of US Constitution is needed
	More complete discussion of compliance with Equal Protection Clause of US Constitution is needed
	More complete discussion of Grant Assurance 22, Economic Nondiscrimination, is needed
	More complete discussion of Supremacy Clause of US Constitution is needed
	More complete discussion that curfew would not grant exclusive rights is needed
	Possible violation of Grant Assurance 22, Economic Nondiscrimination, regarding aircraft with minimal contribution to nighttime noise
	To justify a curfew, Airport Authority must demonstrate it faces liability for noise.
Noise -- confirm modeling details	Violates grant assurances.
	Confirm that 12.9% of departures on Runway 8 were by light jets
	Insufficient information to confirm noise analysis

Table 5 (continued)
**COMMENTS RECEIVED FROM MARCH 31 TO JUNE 13, 2008
AND RESPONSES NEEDED**

Comment—General	Detailed Comment
Noise increase overstated	Forecast noise is overstated Projected increase in noise exposure is overstated. Projected noise increase would be caused by increased daytime, not nighttime, operations.
Noise problem -- further documentation needed	Explain that SCAG's 2008 RTP acknowledges City-Airport Authority cooperation in addressing nighttime noise relief Provide history of effort to obtain a curfew Reflect Burbank's position that only a full curfew addresses the nighttime noise problem Should explain why variance requires progress reports on Part 161 study
Noise problem -- not convincingly shown	Acoustical treatment program is solving noise problem Airport has been there many years. Residents were aware of airport when they moved in. Congressional intent to order phase-out of Stage 2 aircraft would likely eliminate justification for nighttime curfew Current voluntary curfew is effective. Insufficient evidence of noise problem Nighttime reduction goal is arbitrary Noise complaints are not a valid indicator of a noise problem.
Noise reduction is overstated	Benefits overstated because noise reduction with curfew is overstated Benefits overstated because reduction in cargo operations with curfew is overstated
Other	Effect of curfew should be based on current operations, not forecasts GA jet fleet forecast should have been sensitivity tested Request for data, modeling files Unclear, outdated statements need to be corrected
Refusal to provide information	Crucial information not available for public review INM noise modeling files should be made available for review
Regional role of BUR needs to be considered	Ignores BUR's role in regional airport system Should discuss Airport's role in regional system
Traffic shift is a concern	Assumption that nighttime traffic would shift from BUR to other airports with nighttime restrictions is erroneous Impact of shift in traffic to other airports is underestimated LAX is unsuitable to accept shifted traffic because of limited space and high operating costs Need to analyze impact on other airports operating under a Cal DOT variance ONT is unsuitable for shifted operations because of distance from metro LA business locations Shifting flights to LAX, which has a high number of runway incursions, is not advisable. Should consider worst-case analysis where all nighttime operations are shifted to LAX. Should explain that Airport Authority is not mandating that operations shift to other airports Should use updated information for analysis of shifts of traffic to other airports. VLJs may not relocate to WHP due to lack of ILS

Table 6

MASTER LIST OF ALL COMMENTS RECEIVED—MARCH 31 – JUNE 13, 2008
Bob Hope Airport FAR Part 161 Study

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
3	Beth	deBurgh			Resident	Statement of support	Unclassified	
4	Conrad	Lohner	Owner	Smart Air Charter	Smart Air Charter	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
5	Tami	Antonello			Resident	Statement of support	Unclassified	
6	Bob and Joanne	Peppenmuller			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers Noise problem -- not convincingly shown	Harm to aviation businesses. Nighttime noise is not a serious problem.
7	Douglas	Nickel			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
8	James	Moore			Resident	Statement of support	Unclassified	
9	Curt	Betzold			Resident	Request for Information	Other	What format do we use to make comments?
10	Bob	Aronoff			Resident	Statement of opposition	Curfew not justified	Opposed to government interference with commercial airlines
11	Barry	Sugarman			Resident	Statement of opposition	Alternatives not fully considered	Should start later, end earlier.
12	Ken	Neubeiser			Resident	Statement of support	Unclassified	
13	Timothy	Neubeiser			Resident	Statement of support	Unclassified	
14	Donald	McPoland			Resident	Statement of support	Unclassified	
15	Frances	McPherson			Resident	Statement of support	Unclassified	
16	Eden	Rosen			Resident	Statement of support	Unclassified	
17	Bruce	Trentham			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
18	Alice	Hanson			Resident	Statement of support	Unclassified	
19	Dennis and Diane	Shiflett			Resident	Statement of support	Unclassified	
20	Don	Elsmore			Resident	Statement of opposition	Benefits understated -- intangibles, impacts below 65 CNEL	Should consider impact of noise below 65 CNEL.
21	Dolores	Long			Resident	Statement of opposition	Alternatives not fully considered	Should start later, end earlier.
22	Tony	Iezza			Resident	Statement of opposition	Curfew not justified	Waste of public resources.
23	Frank	Berardino	President	GRA, Inc.	National Business Aviation Association	Request for Information	Other	Request for data, modeling files
24	Jim	Avery, Senior			Resident	Statement of opposition	Curfew not justified	Waste of public resources.
25	Glen	Wilson			Resident	Comment	Burden on commerce - undue impact on businesses, passengers	Some early morning shipments to local businesses will occur later in the day because they would have to come from LAX
26	Earl	Howard			Resident	Statement of support	Unclassified	
27	Nora	Amrani			Resident	Statement of support	Unclassified	
28	Beverlee	Nelson			Resident	Comment	Other	Aircraft have changed flight paths.
29	Diane	Gascoigne			Resident	Statement of support	Unclassified	
30		City Council		City of Burbank	City of Burbank	Statement of support	Unclassified	
31	Curtis	Betzold			Resident	Statement of opposition	Aviation safety is compromised Aviation safety is compromised Burden on commerce - undue impact on businesses, passengers Traffic shift is a concern	Aviation safety is compromised. Forcing (VFR) GA operators to fly during busier, non-curfew hours will reduce their access to ATC services, compromising safety. Harm to aviation businesses. Shifting flights to LAX, which has a high number of runway incursions, is not advisable.
32	Michael	Durkin			Resident	Statement of opposition	Aviation safety is compromised Burden on commerce - undue impact on businesses, passengers Noise problem -- not convincingly shown	Aviation safety is compromised. Harm to local economy. Not justified.
33	Connie	Weir			Resident	Statement of support	Unclassified	
34	Connie	Weir			Resident	Request for information	Other	Are MD-80s, Lear jets, air cargo jets Stage 3 aircraft?
35	Shirley	Saito			Resident	Statement of support	Unclassified	
36	Frank J.	Costello		Zuckert Scoutt and Rasenberger, LLP	National Business Aviation Association	Request for Information	Other	Request for data, modeling files

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
37	Daniel	Brady			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
38	Connie	Weir			Resident	Statement of support	Other	Are MD-80s, Lear jets, air cargo jets Stage 3 aircraft?
39	Noella	Ballenger			Resident	Statement of support	Unclassified	
40	Ronnie	Wexler			Resident	Statement of support	Unclassified	
41	Patti	Haley			Resident	Statement of support	Unclassified	
42	Gabrielle Gilbert	Reeves			Resident	Statement of support	Unclassified	
43	Kristy	Cronkrite			Resident	Statement of support	Unclassified	
44	Ivan	Lofstrom			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
45	Pedro	Murguia III			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
46	Martin	Rickman			Resident	Statement of support	Unclassified	
47	Aubrey	Harms			Resident	Statement of support	Unclassified	
48	Barbarann	Lemos			Resident	Statement of support	Unclassified	
49	Michael	Crane			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
50	Richard	Hull			Resident	Statement of opposition	Alternatives not fully considered	Should start later, end earlier.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
51	Meredith	Hauger			Resident	Statement of support	Unclassified	
52	Ruweida	Bloomquist			Resident	Statement of support	Unclassified	
53	Leslie	Galern			Resident	Statement of support	Unclassified	
54	PJ	Masters			Resident	Statement of support	Unclassified	
55	Veli B.	Saame			Resident	Statement of support	Unclassified	
56	Hetty	Kallman			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
57	Catherine	Adamic			Resident	Statement of support	Unclassified	
58	Marnye	Langer			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
59	Fred	Herrman			Resident	Statement of support	Unclassified	
60	Karen	Klein			Resident	Statement of support	Unclassified	
61	Michael	St. Angel			Resident	Comment	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
62	Rosane	Frederickson			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
63	Traci	Blatchford-Kuiper			Resident	Statement of support	Unclassified	
64	Frances	McPherson			Resident	Statement of support	Unclassified	
65	Troy	Peterson			Resident	Statement of support	Unclassified	
66	Renee	Lawner			Resident	Statement of support	Unclassified	
67	Tim	Murphy			Resident	Statement of support	Unclassified	
68		Lalie@SBCglobal.net			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
69	Anthony	Sgueglia			Resident	Statement of support	Unclassified	
70	R.	McCarter			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
71	Christie	Edinger			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company /Affiliation	Representing	Comment Type	Comment Category	Comment Details
71	Christie	Edinger			Resident	Statement of opposition	Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
72	Carol	Lisec			Resident	Statement of support	Unclassified	
73	Frank	Macumber			Resident	Request for Information	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
74	Jackie	Waltman			Resident	Statement of support	Unclassified	
75	Harris	Shiller			Resident	Statement of support	Unclassified	
76	Eric	Hall			Resident	Statement of support	Unclassified	
77	Kathleen	Doheny			Resident	Statement of support	Unclassified	
78	Raphael and Joan	Cotkin			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
79	Victoria	Fisher			Resident	Statement of support	Unclassified	
80	Lee	Mellinger			Resident	Statement of support	Unclassified	
81	Lynn	Sheridan			Resident	Statement of support	Unclassified	
82	Cathy and Joe	Martinez			Resident	Statement of support	Unclassified	
83		City Council		City of Glendale, California	City of Glendale, California	Statement of support	Unclassified	
84	Greg, Lisa, Jake and Lauren	Zedlar			Resident	Statement of support	Unclassified	
85	Ilayne	Lucas			Resident	Statement of support	Unclassified	
86	Todd	Terray		Sound Waves Insulation, Inc.	Sound Waves Insulation, Inc.	Comment	Other	Offer of consulting assistance.
87	Gayle	Cooper			Resident	Statement of support	Unclassified	
88	E.C.	Rapagna			Resident	Statement of opposition	Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
89	Susana	Gomez			Resident	Statement of support	Unclassified	
90	Terry	Bruse			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
91	Jon	Rogers	Aviation Consultant	Jon Rodgers Aviation Consulting	Jon Rodgers Aviation Consulting	Comment	Comment	Offer of consulting assistance.
92	Carla	Schwam			Resident	Statement of support	Unclassified	
93	Susan and Larry	Comara			Resident	Statement of support	Unclassified	
94	Emil	Klimach			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
95	Angie	Thomas			Resident	Statement of support	Unclassified	
96	O. Roger	Seward			Resident	Statement of support	Unclassified	
97	Gail	Nichol			Resident	Statement of support	Unclassified	
98	D. Kirk	Shaffer	Associate Administrator for Airports	FAA	FAA	Request for information	Other	Request comment period extension.
99	Stanley L.	Bernstein	President	Regional Air Cargo Carriers Association (RCCA)	Regional Air Cargo Carriers Association (RCCA)	Statement of opposition	BCA methodology - adjustments and documentation needed	Difference in BCA from 2003 preliminary study raises concerns about accuracy
							Burden on commerce - undue impact on businesses, passengers	Approval of curfews at other airports would restrict ability of operators to recoup investment in Stage 3 aircraft
							Burden on commerce - undue impact on businesses, passengers	Aircraft operators will leave airport, harming local economy
							Burden on national aviation system is too severe	Approval of curfew would set a precedent which, if followed, would disrupt the national aviation system.
							Curfew not justified	Curfew does not address needs and wants of the majority of affected citizens, businesses, and communities
							Discriminatory	Discriminatory.
							Legal analysis is incomplete	Violates grant assurances.
							Legal analysis is incomplete	Contravenes applicable rules related to imposition of curfews
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
Noise problem -- not convincingly shown	Current voluntary curfew is effective.							

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
99	Stanley L.	Bernstein	President	Regional Air Cargo Carriers Association (RCCA)	Regional Air Cargo Carriers Association (RCCA)	Statement of opposition	Traffic shift is a concern	Assumption that nighttime traffic would shift from BUR to other airports with nighttime restrictions is erroneous
							Traffic shift is a concern	LAX is unsuitable to accept shifted traffic because of limited space and high operating costs
							Traffic shift is a concern	ONT is unsuitable for shifted operations because of distance from metro LA business locations
102	David	Smart			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
103	Joe	Neary			Resident	Statement of support	Unclassified	
104	David	Guerrieri		GaryAir Air Taxi	GaryAir Air Taxi	Statement of opposition	Burden on national aviation system is too severe	Harm to national aviation system, regional aviation needs.
							Discriminatory	Potential for unjust discrimination against operators that cause minimal nighttime noise
105	Adolph	Briscoe, Jr.			Resident	Statement of opposition	Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
106	Carolyn	Windsor			Resident	Statement of support	Unclassified	
107	Jerry and Lee	Piro			Resident	Statement of support	Unclassified	
108	Rachel	Wolf			Resident	Statement of support	Unclassified	
109	Hetty	Kallman			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
110	Stacey	Dooley			Resident	Statement of support	Unclassified	
111	Barbarann	Lemos			Resident	Statement of support	Unclassified	
112	John and Esther	Elias			Resident	Statement of support	Unclassified	
113	Greg, Lisa, Jake and Lauren	Zedlar			Resident	Statement of support	Unclassified	
114	Kathe	Ford			Resident	Request for information	Other	Will curfew prevent nighttime use of airport for emergencies and disasters?
115	Derek and Karen	Roberts			Resident	Request for information	Other	Will curfew cause aircraft to takeoff using nonstandard routes?
116	Maryne	Langer	CFO	Langer Equestrian Group	Langer Equestrian Group	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
117		Mr. Sberna			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
118	Valerie A.	Bradfield			Resident	Statement of support	Unclassified	
119	Raphael and Joan	Cotkin			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
120	Terry	Blumenthal			Resident	Request for information	Other	Does the Airport Authority really support the mandatory curfew?
121	Glen	Lipin			Resident	Request for information	Other	Request for form letter.
122	Don	Elsmore			Resident	Statement of opposition	Unclassified	
123	Don	Elsmore			Resident	Comment	Other	Disagrees with FAA criteria for scrutiny of curfew.
124	Wayne	Williams	Board Member	Sherman Oaks Homeowners Association (SOHA)	Sherman Oaks Homeowners Association (SOHA)	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
125	Diane	Rosen	Board Member	Encino Property Owners Assn (EPOA)	Encino Property Owners Assn (EPOA)	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
127	Harold J.	Russel			Resident	Statement of support	Unclassified	
128	Larry	Moorehaus			Resident	Statement of support	Unclassified	
129	Robert	(last name illegible)			Resident	Statement of support	Unclassified	
130	Christina	Shigemura			Resident	Comment	Other	Aircraft that fly after curfew wake us up.
131	Greg	Stewart			Resident	Statement of support	Unclassified	
132	Christopher	Johnson			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
133	Mark	Mitchell			Resident	Statement of support	Unclassified	

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
134	Eric A.	Nelson			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
135	Mary Ellen	Gale			Resident	Statement of support	Unclassified	
136	Stacey	Dooley			Resident	Statement of support	Unclassified	
137	Tim	Kelly			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers Noise problem -- not convincingly shown	Inconvenience to air travelers. Not justified.
138	Eileen	Cobos			Resident	Statement of support	Unclassified	
139	David	Gaines			Resident	Statement of support	Unclassified	
140	Margie	Engel			Resident	Statement of support	Unclassified	
141	Richard	Jones			Resident	Comment	Other	Object to location of overflights.
142	Kathleen	Williams			Resident	Statement of support	Unclassified	
143	Dan	Richardson			Resident	Statement of support	Unclassified	
144	Timothy and Jennifer	Scarne			Resident	Statement of support	Unclassified	
145	Karin	Flores			Resident	Statement of support	Unclassified	
146	Catherine	Katen			Resident	Statement of support	Unclassified	
147	Colleen	Goodwin			Resident	Statement of support	Unclassified	
148	Jeanne	Gamba			Resident	Statement of support	Unclassified	
149	Tiffany	Petroc			Resident	Statement of support	Unclassified	
150	Eric Michael	Cap			Resident	Statement of support	Unclassified	
151	Carolyn	Seeman			Resident	Statement of support	Unclassified	
152	Dr. Elizabeth	Russel			Resident	Statement of support	Unclassified	
153	Jaxon and Sheila	Potter			Resident	Statement of support	Unclassified	
154	Sandra	Anderson			Resident	Statement of support	Unclassified	
155	Lucille	Dean			Resident	Statement of support	Unclassified	
156	Marisa	Smith			Resident	Statement of support	Unclassified	
157	Timothy Melvin	Smith			Resident	Statement of support	Unclassified	
158	Evan	Lee			Resident	Statement of support	Unclassified	
159	Peter	Albiez			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
160	Terry Gobraight	Wedner			Resident	Statement of support	Unclassified	
161	Kenneth F.	Campo			Resident	Statement of support	Unclassified	
162	Gerald A.	Silver	President	Homeowners of Encino (HOME)	Homeowners of Encino (HOME)	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
343	Terry Van	Blaricom			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers Noise problem -- not convincingly shown	Inconvenience to air travelers. Nighttime noise is not a serious problem.
344	Dale and <illegible>	Dodge			Resident	Statement of support	Unclassified	
345	James O.	Hayman			Resident	Statement of opposition	Alternatives not fully considered Traffic shift is a concern	Should start later, end earlier. Shifting flights to other airports is not a solution.
346	Marianne	Kaiser			Resident	Statement of support	Unclassified	
347	Gary M., Erwin	Kunz, Bergman		Citizen Noise Advisory Committee for the Portland International Airport	Citizen Noise Advisory Committee for the Portland International Airport	Statement of support	Alternatives not fully considered	Continuous descent arrival procedures also should be pursued.
348	Mary Alice	Loccisano			Resident	Statement of support	Unclassified	
349	Bill	Loren			Resident	Statement of support	Unclassified	
350	Nancy	Loren			Resident	Statement of support	Unclassified	
351	Bonnie and Robert	Money			Resident	Statement of support	Unclassified	
352	Gary	Olson	President-CEO	Burbank Chamber of Commerce	Burbank Chamber of Commerce	Statement of support	Unclassified	
353	Sara	Rosenberg			Resident	Statement of support	Unclassified	
354	Lynne G.	Schwalbe			Resident	Statement of support	Unclassified	
355	Anthony	Tasca	Pilot	Sentient Flight Group	Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers Traffic shift is a concern	Harm to aviation businesses. Shifting flights to other airports is not a solution.

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
357	Robert	Jackson	Chair	Van Nuys Airport Citizens Advisory Council	Van Nuys Airport Citizens Advisory Council	Statement of opposition	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
358	Marc Phillip	Yablonka			Resident	Statement of opposition	Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
360	Gina Marie	Lindsey	Executive Director	Los Angeles World Airports	Los Angeles World Airports	Statement of opposition	Air quality analysis needed	Air quality impacts need to be considered.
							CEQA, NEPA EA needed	CEQA compliance is required before adoption.
							Costs understated	Benefits overstated because adverse impact of shifting flights to other airports is not considered
							Cumulative impact -- need to consider effect of shifted flights	Need to consider increased noise at other airports
							Regional role of BUR needs to be considered	Ignores BUR's role in regional airport system
361	Antonio	Villaraigosa	Mayor	City of Los Angeles	Elected Official	Statement of opposition	Regional approach needed	Regional approach to aviation benefits and burdens is needed
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
362	Rachelle	Angle			Resident	Statement of support	Unclassified	
363	Bruno	Antonello			Resident	Statement of support	Unclassified	
364	John and Linda	Baldaseroni			Resident	Statement of support	Unclassified	
365	Delia	Barreto			Resident	Statement of support	Unclassified	
366	Jon	Bastian			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
367	Judith Ann Flint	Baumwirt			Resident	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
368	Stephanie	Becker			Resident	Statement of support	Unclassified	
369	Donald	Beckermann			Resident	Statement of opposition	Curfew not justified	Curfew does not address needs and wants of the majority of affected citizens, businesses, and communities
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
370		benestrell@aol.com			Resident	Statement of support	Unclassified	
371	Jim	Bird			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
372	Linda	Bitto			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
373	Melendy	Britt			Resident	Statement of support	Unclassified	
374	Melendy	Britt			Resident	Statement of support	Unclassified	
375	Melendy	Britt			Resident	Comment	Unclassified	Forwarded letter from Senator Feinstein.
376	Jim and Sharon	Catlett			Resident	Statement of support	Unclassified	
377	Jeani	Chambers			Resident	Statement of support	Unclassified	
378	Brie	Childers			Resident	Statement of opposition	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
379	Jonathan	Cornelio			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
380	Jonathan	Cornelio			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
381	Minerva	Valencia-Cornelio			Resident	Statement of support	Alternatives not fully considered	Should start earlier, end later.
382	Mardine	Davis			Resident	Statement of support	Alternatives not fully considered	Should seek even greater noise reduction.
383	Nicole	DeLeon			Resident	Statement of support	Unclassified	
384	Doug	Dodson			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Discriminatory	Discriminatory
385	Lisa	Dyson			Resident	Statement of support	Unclassified	
386	Lisa Mashburn	Pike			Resident	Statement of support	Unclassified	
387	Charles	Finance			Resident	Statement of support	Unclassified	
388	Art	Friedman			Resident	Statement of support	Alternatives not fully considered	Departure curfew should be approved.
389	Judith	Glass			Resident	Statement of support	Unclassified	
390	Alison	Glazier			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
391	M.N.	Gustavson			Resident	Statement of opposition	Aviation safety is compromised	Aviation safety is compromised.
							Traffic shift is a concern	Shifting flights to other airports is not a solution.

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
392	Shellie	Hagopian			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
393	Don	Hagopian			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
394	Robert	Hanson			Resident	Statement of support	Unclassified	
395	Randy	Hepner			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
396	Scott	Herbertson			Resident	Statement of support	Unclassified	
397	Colleen	Jimenez			Resident	Statement of support	Unclassified	
398	John	Jirschevske			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
399	Mitchell	Kasdin			Resident	Statement of opposition	Alternatives not fully considered	Keep airport open for landings. Prohibit loud aircraft.
							Alternatives not fully considered	Should start later, end earlier.
400	Maureen	Keane			Resident	Statement of support	Unclassified	
401	John	Kendall			Resident	Statement of support	Unclassified	
402	Jack	Kenton IV		California Pilots Association	California Pilots Association	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
403	Alfred	Khashaki			Resident	Statement of support	Unclassified	
404	Steve	Kusch			Resident	Statement of support	Unclassified	
405	Elizabeth	Lappo			Resident	Statement of support	Unclassified	
406	Roe	Leone			Resident	Statement of support	Unclassified	
407	Joan L.	Lewis			Resident	Comment	Other	Oppose night flights at VNY.
408	Louise	Loomer			Resident	Statement of support	Unclassified	
409	Claudio	Losacco			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
							Noise problem -- not convincingly shown	Not justified.
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
410	Aldo	Madrazo			Resident	Statement of opposition	Unclassified	
411	Edward G.	Makaron			Resident	Statement of opposition	Aviation safety is compromised	Aviation safety is compromised.
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
412	Gary	McCarter			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
413	Dan	Miller			Resident	Statement of opposition	Curfew not justified	Waste of public resources.
414	Rich	Monosson			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
415	Todd	Murata			Resident	Statement of support	Unclassified	
416	Jon	Myers			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
417	Neil	Patton			Resident	Statement of opposition	Discriminatory	Potential for unjust discrimination against operators that cause minimal nighttime noise
							Noise problem -- not convincingly shown	Not justified.
418	David	Petrovich			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Costs understated	Costs understated because impact on cargo carriers is incorrectly estimated
							Noise increase overstated	Projected increase in noise exposure is overstated.
419	Serkis	Polat			Resident	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
420	Jason	Pope			Resident	Statement of support	Curfew also needed at VNY	Van Nuys should be allowed to have similar curfew.
421	J	Rerun			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Costs understated	Costs understated because impact on cargo carriers is incorrectly estimated
422	Henry and Renata	Reynoso			Resident	Statement of support	Unclassified	

Table 6 (continued)
Master List of All Comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
423	Christopher	Rife			Resident	Statement of support	Unclassified	
424	Brian	Rupp			Resident	Statement of support	Unclassified	
425	S	C			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
426	Harris	Schiller			Resident	Statement of support	Unclassified	
427	Nathan	Schlossman			Resident	Statement of support	Unclassified	
428	Bryan	Seltzer			Resident	Statement of opposition	Aviation safety is compromised Burden on commerce - undue impact on businesses, passengers	Aviation safety is compromised. Inconvenience to air travelers.
429	Alan	Settle			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
430	Carol	Simpson			Resident	Statement of support	Unclassified	
431	Stephen	Spears			Resident	Statement of support	Unclassified	
432	Linda	Spratt			Resident	Statement of support	Unclassified	
433	Larry	Stensvold			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
434	Brian	Stover			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers Noise problem -- not convincingly shown	Inconvenience to air travelers. Nighttime noise is not a serious problem.
435	Maureen	Stratton			Resident	Statement of support	Unclassified	
436	Monica	Stump			Resident	Statement of support	Unclassified	
437	Stan and Donna	Tang			Resident	Statement of support	Unclassified	
438	Joseph P.	Valla			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
439	Joe	Vitti	President	Valley Voters Organized Toward Empowerment (VOTE).	Valley Voters Organized Toward Empowerment (VOTE).	Statement of opposition	Regional approach needed Traffic shift is a concern	Regional approach to aviation benefits and burdens is needed Shifting flights to other airports is not a solution.
440	Jim	Waitkus			Resident	Statement of opposition	Noise problem -- not convincingly shown	Not justified.
441	Brian	Williams			Resident	Statement of support	Unclassified	
442	Heidi J.	Williams	Senior Director, Airports	Aircraft Owners and Pilots Association (AOPA)	Aircraft Owners and Pilots Association (AOPA)	Statement of opposition	Costs understated Cumulative impact -- need to consider effect of shifted flights Discriminatory Legal analysis is incomplete Cumulative impact -- need to consider effect of shifted flights Noise increase overstated Noise problem -- not convincingly shown Noise problem -- not convincingly shown Noise problem -- not convincingly shown	Costs understated by ignoring impact of traffic shift on VNY area residents (property values, acoustical treatment, etc.) Need to study potential impact of curfew interacting with operating restrictions at other airports now under consideration Effects and costs of curfew would be borne solely by general aviation Curfews pre-dating ANCA are not evidence of compliance with law Need to consider increased noise at other airports Projected noise increase would be caused by increased daytime, not nighttime, operations. Congressional intent to order phase-out of Stage 2 aircraft would likely eliminate justification for nighttime curfew Forecast increase in noise is not evidence of a current noise problem. Current voluntary curfew is effective.
443	Daniel	Wishart			Resident	Statement of opposition	Aviation safety is compromised Burden on commerce - undue impact on businesses, passengers	Aviation safety is compromised. Harm to aviation businesses.

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
444	Stephen A.	Alterman	President	Cargo Airline Association	Cargo Airline Association	Statement of opposition	Air quality analysis needed	Air quality impacts need to be considered.
							Air quality analysis needed	Should consider impact of increase in regional surface traffic.
							Benefits overstated -- acoustical treatment savings	Benefits overstated because savings in acoustical treatment costs should not be attributed to nighttime noise reduction
							Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Costs understated	Costs understated by excluding lost landing fees, rental revenues at BUR.
							Costs understated	Costs understated by not monetizing adverse environmental impacts of increased surface traffic.
							Discriminatory	Discriminates against all-cargo segment of aviation industry; impact limited to cargo carriers
							Forecasts -- not justified or in error	Given dramatic rise in fuel prices, projected increase in airport operations is too high.
							Cumulative impact -- need to consider effect of shifted flights	Noise from increased truck traffic needs to be considered
							Cumulative impact -- need to consider effect of shifted flights	Shift of noise to other airports
							Noise increase overstated	Projected noise increase would be caused by increased daytime, not nighttime, operations.
							Noise increase overstated	Projected increase in noise exposure is overstated.
							Noise problem -- not convincingly shown	Insufficient evidence of noise problem
Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.							
Noise reduction is overstated	Benefits overstated because reduction in cargo operations with curfew is overstated							
445	Jody Gilbert	Avila			Resident	Statement of support	Unclassified	
446	Dan	Avila			Resident	Statement of support	Unclassified	
447	Matt	Bellner			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Inconvenience to air travelers.
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
448	Edward	Rosiak			Resident	Statement of opposition	Traffic shift is a concern	Shifting flights to other airports is not a solution.
449	Jack	Kenton	Vice President, Region IV	California Pilots Association	California Pilots Association	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
450	Robert and Sondra	Struble			Resident	Statement of support	Unclassified	
451	Beverlee	Nelson			Resident	Statement of support	Unclassified	
452	Richard	Jones			Resident	Statement of support	Unclassified	
453	John	McTaggart	Chairman	LAX/Community Noise Roundtable	LAX/Community Noise Roundtable	Statement of Opposition	Alternatives not fully considered	Consider residential sound insulation beyond 65 CNEL contour.
							Alternatives not fully considered	Consider enhanced operational measures as alternative (RNAV departures)
							Alternatives not fully considered	Continuous descent arrival procedures also should be pursued.
							Traffic shift is a concern	Shifting flights to other airports is not a solution.

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
454	R.L.	Rodine	Aviation Committee Co-chair	VICA--Valley Industry and Commerce Association	VICA—Valley Industry and Commerce Association	Statement of Opposition	Awakenings reduction estimate is invalid	Analysis of reduction in awakenings does not consider that awakenings from other sources of community noise will continue
							Benefits overstated -- acoustical treatment savings	Benefits overstated because of assumption that all residents within 65 CNEL are seriously annoyed and require acoustical treatment
							Benefits overstated -- acoustical treatment savings	Benefits overstated because the pace of acoustical treatment expenditures (and thus savings with a curfew) cannot be known and may not occur at all
							Benefits overstated -- housing price increase	Benefits overstated because increase in property values will not be realized until property owners sell homes, transaction costs should be subtracted.
							Burden on commerce - undue impact on businesses, passengers	Unfair that increase in property values is direct transfer of losses from affected businesses
							Burden on national aviation system is too severe	Harm to national aviation system, regional aviation needs.
							Costs understated	Costs understated by ignoring impact of traffic shift on VNY area residents (property values, acoustical treatment, etc.)
							CEQA, NEPA EA needed	Increased noise at VNY will fall on Hispanic population, a potential environmental justice issue
							Benefits overstated -- CV survey, willingness to pay for curfew	Benefits overstated because claim that VNY area residents would be willing to pay for reduced noise at BUR is not credible. [Ed. Note: Misunderstanding of CV analysis at VNY.]
455	J. Mark	Hansen	Lead Counsel, Regulatory Affairs	FedEx	FedEx	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Trucking of freight from LAX to Burbank would make it difficult or impossible for FedEx to make delivery commitments
							Costs understated	Costs understated because FedEx cannot shift flight operations to LAX
							Discriminatory	Discriminates against all-cargo segment of aviation industry; impact limited to cargo carriers
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
456	Christian	Hellum			Resident	Statement of support	Unclassified	
457	Joan	Lordan			Resident	Statement of support	Unclassified	
458	William	Mattoon			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
							Burden on national aviation system is too severe	Harm to national aviation system, regional aviation needs.
459	Kyle	Tanner			Resident	Statement of support	Unclassified	
460	Christopher	Ryan			Resident	Statement of support	Unclassified	
461	Kelly	Altobelli			Resident	Statement of support	Unclassified	
462	Harold B.	Lee	President	Million Air Burbank	Million Air Burbank	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
463	Denise	White			Resident	Statement of support	Unclassified	
464	Scott	Patterson			Resident	statement of opposition	Alternatives not fully considered	Departure curfew should be approved.
							Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
465	Bobette	Campbell			Resident	Statement of opposition	Noise problem -- not convincingly shown	Airport has been there many years. Residents were aware of airport when they moved in.
466	Nancy	Heinz			Resident	Statement of support	Unclassified	
467	Loni	Young			Resident	Statement of support	Unclassified	

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
468	Frank J.	Costello		Zuckert Scoutt and Rasenberger, LLP	National Business Aviation Association	Statement of opposition	BCA methodology - adjustments and documentation needed	Period of analysis is too short
							Benefits overstated -- acoustical treatment savings	Benefits overstated because acoustical treatment block-rounding is too extensive
							Benefits overstated -- acoustical treatment savings	Benefits overstated because cost of acoustical treatment is overstated
							Benefits overstated -- CV survey, willingness to pay for curfew	Benefits overstated because contingent value survey is invalid as estimate of benefits
							Benefits overstated -- housing price increase	Benefits overstated because hedonic housing price model is unreliable as estimate of benefits
							Benefits overstated -- housing price increase	Variables omitted from hedonic housing price model raise questions about its validity
							Benefits overstated -- housing price increase	Benefits overstated because increase in property values will not be realized until property owners sell homes, transaction costs should be subtracted.
							Benefits overstated -- housing price increase	Should discuss use of noise coefficients in hedonic model as reliable basis for an estimated demand function for reduced noise
							Burden on commerce - undue impact on businesses, passengers	Half of nighttime itinerant flights would be diverted to other airports
							Burden on national aviation system is too severe	Approval of curfew would set a precedent which, if followed, would disrupt the national aviation system.
							Costs -- sensitivity analysis, documentation needed	Lack of documentation of how unit costs were estimated
							Costs understated	Costs understated because it is assumed that all diverted passengers could be re-accommodated on other flights
							Costs understated	Costs understated because of lack of consideration of costs of changing GA and air cargo business models
							Costs understated	Costs understated because of invalid claim that most GA operators would not be forced to move from BUR
							Costs understated	Costs understated because reports of GA operators on their response to curfew should not have been discounted
							Costs understated	Virtually all GA jet operators would move from BUR if curfew adopted
							Costs understated	Costs understated because costs to other airports and communities are ignored
							Costs understated	Costs understated because of underestimate of pilot time required for aircraft repositioning.
							Costs understated	Costs understated because effect of increased fuel costs not considered
							Cumulative impact -- need to consider effect of shifted flights	Need to study potential impact of curfew interacting with operating restrictions at other airports now under consideration
Curfew not justified	Selection of full curfew as preferred alternative is unreasonable since the less restrictive alternatives produce higher net benefits							
Delay-congestion impacts not fully considered	Potential impact on airspace congestion not sufficiently studied							
Discriminatory	Potential for unjust discrimination against operators that cause minimal nighttime noise							

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
468	Frank J.	Costello		Zuckert Scoutt and Rasenberger, LLP	National Business Aviation Association	Statement of opposition	Forecasts – not justified or in error	Forecast ignores Stage 4 jet aircraft
							Forecasts – not justified or in error	Nighttime growth forecasts overstated
							Forecasts – not justified or in error	Insufficient evidence in support of commercial operations forecasts
							Forecasts – not justified or in error	Response of airlines to curfew is not adequately defended
							Forecasts – not justified or in error	VLJ forecast is speculative and may overstate noise
							Legal analysis is incomplete	Curfew would violate Commerce Clause of US Constitution
							Legal analysis is incomplete	Possible violation of Grant Assurance 22, Economic Nondiscrimination, regarding aircraft with minimal contribution to nighttime noise
							Legal analysis is incomplete	Curfews pre-dating ANCA are not evidence of compliance with law
							Legal analysis is incomplete	Curfew would violate Supremacy Clause of US Constitution
							Cumulative impact -- need to consider effect of shifted flights	Need to consider increased noise at other airports
							Noise increase overstated	Forecast noise is overstated
							Other	Effect of curfew should be based on current operations, not forecasts
							Other	GA jet fleet forecast should have been sensitivity tested
							Noise problem -- not convincingly shown	Insufficient evidence of noise problem
							Noise reduction is overstated	Benefits overstated because noise reduction with curfew is overstated
Refusal to provide information	Crucial information not available for public review							
Refusal to provide information	INM noise modeling files should be made available for review							
469	Greg	Principato		ACI-NA	ACI-NA	Statement of support	Unclassified	
470	Michael D.	Antonovich		County of Los Angeles Supervisor, 5th District	Elected Official	Statement of support	Unclassified	
471	Katherine B.	Andrus	Assistant General Counsel	Air Transport Association	Air Transport Association	Statement of opposition	Air quality analysis needed	Air quality impacts need to be considered.
							Alternatives not fully considered	Does not fully consider alternatives to curfew.
							Alternatives not fully considered	Ignores principles of Balanced Approach
							Benefits overstated -- acoustical treatment savings	Benefits overstated because acoustical treatment block-rounding is too extensive
							Benefits overstated -- acoustical treatment savings	Should provide breakdown of properties in acoustical treatment eligibility area inside and outside 65 CNEL contour
							Benefits overstated -- housing price increase	Benefits overstated because property value increase is overstated
							Benefits understated -- acoustical treatment savings	Benefits overstated because FAA acoustical treatment eligibility guidelines (interior levels at or above 45 CNEL) are not considered in estimate of future acoustical treatment needs and costs.
							Burden on national aviation system is too severe	Harm to national aviation system, regional aviation needs.
							Costs understated	Impact on shippers not considered
							Costs understated	Costs understated because costs of trucking cargo are too low
							Costs understated	Costs understated because full costs of passenger flight cancellation not considered
							Costs understated	Costs understated because loss of connectivity to national aviation system not monetized
							Costs understated	Costs understated because value of convenient service to passengers should be considered
							Costs understated	Costs understated because effect of increased fuel costs not considered
Discriminatory	Inequitable effect in its distribution of costs and benefits. [Context indicates that concern is inequitable distribution of costs versus responsibility for nighttime noise problem.]							

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Category	Comment Details
471	Katherine B.	Andrus	Assistant General Counsel	Air Transport Association	Air Transport Association	Statement of opposition	Discriminatory	Potential for unjust discrimination against operators that cause minimal nighttime noise
							Forecasts -- not justified or in error	Forecast of future long-haul flights by Southwest is contrary to its historical pattern of operations
							Forecasts -- not justified or in error	No evidence offered for claims of growth in East Coast markets
							Forecasts -- not justified or in error	Nighttime cargo growth forecast is unsubstantiated and contradictory
							Forecasts -- not justified or in error	Nighttime growth forecasts overstated
471	Katherine B.	Andrus	Assistant General Counsel	Air Transport Association	Air Transport Association	Statement of opposition	Forecasts -- not justified or in error	Clarify whether the projection of delays into the curfew grace period is applied to both the baseline and the curfew forecasts
							Forecasts -- not justified or in error	Limited number of gates limit nighttime air traffic growth
							Forecasts -- not justified or in error	No evidence offered for projected increase in late night and early morning flights
471	Katherine B.	Andrus	Assistant General Counsel	Air Transport Association	Air Transport Association	Statement of opposition	Forecasts -- not justified or in error	Clarify whether the projection of delays into the curfew grace period is applied to both the baseline and the curfew forecasts
							Forecasts -- not justified or in error	Limited number of gates limit nighttime air traffic growth
							Forecasts -- not justified or in error	No evidence offered for projected increase in late night and early morning flights
							Legal analysis is incomplete	Curfews pre-dating ANCA are not evidence of compliance with law
							CEQA, NEPA EA needed	Need to prepare NEPA environmental analysis, EA
							Noise problem -- not convincingly shown	Nighttime noise is not a serious problem.
							Noise problem -- not convincingly shown	Acoustical treatment program is solving noise problem
							Noise problem -- not convincingly shown	Current voluntary curfew is effective.
							Regional approach needed	Regional approach to aviation benefits and burdens is needed

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Summary	Comment Details
472	D. Kirk	Schaffer	Associate Administrator for Airports	FAA	FAA	Statement of opposition	Air quality analysis needed	Air quality impacts need to be considered.
							Alternatives not fully considered	Inadequate consideration of acoustical treatment program as alternative
							Alternatives not fully considered	Consider enhanced operational measures as alternative (RNAV departures)
							Alternatives not fully considered	Inadequate consideration of noise benefits of taxiway improvements (Taxiway D extension enabling nighttime preferential use of Runway 26)
							Alternatives not fully considered	Method used to establish noise-based curfew alternative is flawed
							Awakenings reduction estimate is invalid	FAA will not consider comparative analysis of awakenings because of scientific disagreement on methods for estimating awakenings
							Benefits overstated -- acoustical treatment savings	Benefits overstated because acoustical treatment block-rounding is too extensive
							Benefits overstated -- acoustical treatment savings	Confirm benefits of acoustical treatment are claimed only for currently untreated dwellings
							Benefits overstated -- housing price increase	Benefits overstated because housing prices used in BCA are outdated; use updated prices
							Consultation with other airports needed	Provide evidence of consultation with other airports
							Costs understated	Impact on shippers not considered
							Costs understated	Costs understated because driving time from LA to ONT is underestimated
							Costs understated	Costs understated because effect of increased fuel costs not considered
							Cumulative impact -- need to consider effect of shifted flights	Need to study potential impact of curfew interacting with operating restrictions at other airports now under consideration
							Cumulative impact -- need to consider effect of shifted flights	Should consider noise and capacity effects of noise abatement procedures at other airports to which traffic is shifted
							Delay-congestion impacts not fully considered	Need to consider potential impact on 7:00 am departure rush throughout region
							Delay-congestion impacts not fully considered	Potential impact on airspace congestion not sufficiently studied
Description of restriction -- more details needed	Need to explain plans for revenues collected from curfew fines							
Discriminatory	Potential for unjust discrimination against operators that cause minimal nighttime noise							

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Summary	Comment Details
472	D. Kirk	Schaffer	Associate Administrator for Airports	FAA	FAA	Statement of opposition	Other	Unclear, outdated statements need to be corrected
							Forecasts -- not justified or in error	Clarify discussion of changes in helicopter use at BUR
							Forecasts -- not justified or in error	No evidence offered for projected increase in late night and early morning flights
							Legal analysis is incomplete	Possible violation of Grant Assurance 22, Economic Nondiscrimination, regarding aircraft with minimal contribution to nighttime noise
							Legal analysis is incomplete	Absence of court ruling is not evidence that curfews pre-dating ANCA comply with law
							Legal analysis is incomplete	Cumulative impacts on air traffic system not sufficiently addressed
							Legal analysis is incomplete	Curfews pre-dating ANCA are not evidence of compliance with law
							CEQA, NEPA EA needed	Need to prepare NEPA environmental analysis, EA
							Noise -- confirm modeling details	Confirm that 12.9% of departures on Runway 8 were by light jets
							Noise -- confirm modeling details	Insufficient information to confirm noise analysis
							Cumulative impact -- need to consider effect of shifted flights	Need to consider increased noise at other airports
							Noise problem -- further documentation needed	Should explain why variance requires progress reports on Part 161 study
							Noise problem -- not convincingly shown	Insufficient evidence of noise problem
							Noise problem -- not convincingly shown	Nighttime reduction goal is arbitrary
							Noise problem -- not convincingly shown	Acoustical treatment program is solving noise problem
							Noise problem -- not convincingly shown	Current voluntary curfew is effective.
Traffic shift is a concern	Need to analyze impact on other airports operating under a Cal DOT variance							
Traffic shift is a concern	Impact of shift in traffic to other airports is underestimated							
Traffic shift is a concern	VLJs may not relocate to WHP due to lack of ILS							
473	Danna	Cope	Chairman	Los Angeles International Airport Area Advisory Committee	Los Angeles International Airport Area Advisory Committee	Statement of opposition	Regional approach needed	Regional approach to aviation benefits and burdens is needed
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
474	Kevin	Sullivan	Customer Service Manager	AvJet Corporation	AvJet Corporation	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
475	Dave	Golonski	Mayor	City of Burbank	City of Burbank	Statement of support	Legal analysis is incomplete	Proposal does not meet the requirements of FAR 161.
							Alternatives not fully considered	Departure curfew would fall short of need for nighttime noise reduction
							Awakenings reduction estimate is invalid	Finegold-Elias awakenings curve should not be used as basis for awakenings estimate
							Awakenings reduction estimate is invalid	Findings of recent survey of awakenings research should be acknowledged
							Awakenings reduction is understated	Reduction in awakenings is understated because outdoor-to-indoor noise level reduction used in analysis is too high
							BCA methodology - adjustments and documentation needed	Distinguish between value of time for business and leisure travelers
BCA methodology - adjustments and documentation needed	Provide more explanation of assumptions							

Table 6 (continued)
Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Summary	Comment Details
475	Dave	Golonski	Mayor	City of Burbank	City of Burbank	Statement of support	BCA methodology - adjustments and documentation needed	Should acknowledge City of Burbank's planning assessment that acoustical treatment program block-rounding is appropriate
							BCA methodology - adjustments and documentation needed	Should cite federal BCA guidance to document that BCA exceeds regulatory requirements
							Benefits understated -- CV survey, willingness to pay for curfew	Benefits understated because benefits identified contingent value study, addition to those in hedonic housing price model, were not counted.
							Benefits understated -- CV survey, willingness to pay for curfew	Benefits understated because contingent value survey tends to underestimate value of curfew to residents
							Benefits understated -- intangibles, impacts below 65 CNEL	Should discuss intangible and hard to quantify benefits
							Benefits understated -- housing price increase	Use of 1998 INM for hedonic model may not accurately represent effect of noise on property values outside 65 CNEL
							Benefits understated -- housing price increase	Benefits understated because analysis should account for increased value of homes that would have been inside 65 CNEL in 2015 without curfew
							Benefits understated -- housing price increase	Should explain why hedonic model is a minimum estimate of benefits of curfew
							Benefits understated -- intangibles, impacts below 65 CNEL	Should account for benefits of curfew beyond 65 CNEL contour
							Costs -- sensitivity analysis, documentation needed	Sensitivity analysis should stress tendency for costs to be overstated
							Costs -- sensitivity analysis, documentation needed	Should acknowledge effect of possible overstatement of lost ticket revenues
							Costs -- sensitivity analysis, documentation needed	Should explain that annual recurring costs to GA operators are probably overstated
							Costs -- sensitivity analysis, documentation needed	Should include better documentation of detailed GA costs
							Costs overstated	Air cargo costs may be high and should be better documented
							Costs overstated	Costs overstated because value of passenger delay time overstated
							Cumulative impact -- need to consider effect of shifted flights	Need to study potential impact of curfew interacting with operating restrictions at other airports now under consideration
							Discriminatory	Noise-based curfew may be discriminatory
							Legal analysis is incomplete	More complete discussion of compliance with Commerce Clause of US Constitution is needed
							Legal analysis is incomplete	More complete discussion of compliance with Equal Protection Clause of US Constitution is needed
							Legal analysis is incomplete	More complete discussion of Grant Assurance 22, Economic Nondiscrimination, is needed
							Legal analysis is incomplete	More complete discussion that curfew would not grant exclusive rights is needed
							Legal analysis is incomplete	More complete discussion of Supremacy Clause of US Constitution is needed
Noise problem -- further documentation needed	Provide history of effort to obtain a curfew							
Noise problem -- further documentation needed	Reflect Burbank's position that only a full curfew addresses the nighttime noise problem							

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Summary	Comment Details
475	Dave	Golonski	Mayor	City of Burbank	City of Burbank	Statement of support	Cumulative impact -- minimal effect of shifted flights	Should explain that reduced impacts at BUR are not offset by increased impacts at other airports
							Regional role of BUR needs to be considered	Should discuss Airport's role in regional system
							Noise problem -- further documentation needed	Explain that SCAG's 2008 RTP acknowledges City-Airport Authority cooperation in addressing nighttime noise relief
							Traffic shift is a concern	Should explain that Airport Authority is not mandating that operations shift to other airports
476	James I.	Briggs, Jr.	V.P., Legal Affairs	ACI-NA	ACI-NA	Statement of support	Unclassified	
477	Anne	Adams			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to local economy.
478	Carmen	Borg	Urban Planner	Shute, Mihaly & Weinberger LLP	City of El Segundo	Statement of opposition	Burden on national aviation system is too severe	Harm to national aviation system, regional aviation needs.
							Cumulative impact -- need to consider effect of shifted flights	Should consider cumulative impact of shifted flights and foreseeable growth at LAX.
							Forecasts -- not justified or in error	Should analyze effect of curfew on potential new entrants at BUR.
							Forecasts -- not justified or in error	Planning horizon is too short.
							CEQA, NEPA EA needed	Need to prepare NEPA environmental analysis, EA
							Regional approach needed	Regional approach to aviation benefits and burdens is needed
							Regional role of BUR needs to be considered	Ignores BUR's role in regional airport system
							Other	Request for notification of future meetings, hearings, documents.
							Traffic shift is a concern	Should consider worst-case analysis where all nighttime operations are shifted to LAX.
							Traffic shift is a concern	Impact of shift in traffic to other airports is underestimated
							Traffic shift is a concern	Should use updated information for analysis of shifts of traffic to other airports.
479		City Council		City of Pasadena	City of Pasadena	Statement of support	Unclassified	
480	Adam, Howard	Schiff, Berman	Members of Congress	Congress of the United States	Elected Official	Statement of support	Unclassified	
481	Alan	Rothenberg	President, Board of Airport Commissioners	Los Angeles World Airports	Los Angeles World Airports	Statement of opposition	Other	Request for data, modeling files
482	Harold B.	Lee	President	Million Air Burbank	Million Air Burbank	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses.
							Costs understated	Costs understated by excluding lost landing fees, rental revenues at BUR.
483	David A.	Bernardoni	President	Lake Balboa Neighborhood Council	Lake Balboa Neighborhood Council	Statement of opposition	Cumulative impact -- need to consider effect of shifted flights	Need to consider increased noise at other airports
							Traffic shift is a concern	Shifting flights to other airports is not a solution.
484	Yvonne	Colon			Resident	Statement of support	Unclassified	
485	Jason	Coleman			Resident	Statement of opposition	Burden on commerce - undue impact on businesses, passengers	Harm to aviation businesses. Inconvenience to air travelers.

Table 6 (continued)

Master List of All comments Received—March 31 – June 13, 2008

Number	First Name	Last Name	Title	Company/Affiliation	Representing	Comment Type	Comment Summary	Comment Details
487	Bill, Tam, Jennie, Dylan	McRae			Resident	Statement of support	Unclassified	
488	Nancy	Lark			Resident	Statement of support	Unclassified	
489	Dick	DeCoit			Resident	Statement of support	Unclassified	
490	Frank and Sharon	Kallern			Resident	Statement of support	Unclassified	
492	Jennifer	Henry			Resident	Statement of support	Unclassified	
493	Nanette	Silk			Resident	Statement of support	Unclassified	
494	Julie	D'Angelo			Resident	Statement of support	Unclassified	