



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 ADOPTS PART 161 STUDY – SUBMITS APPLICATION TO FAA FOR FULL NIGHTTIME CURFEW AT BOB HOPE AIRPORT

*First Post-ANCA Stage 3 Restriction Proposed Under Part 161 Passes by Unanimous
Vote of Nine-Member Authority; Application Documents Delivered to FAA*

BURBANK, Calif., February 4, 2009 — The Burbank-Glendale-Pasadena Airport Authority by unanimous vote on February 2 adopted the Part 161 Application for a proposed curfew at Bob Hope Airport prepared by Jacobs Consultancy, concluding a study process that has lasted over eight years and cost in excess of \$6.5 million.

The study results, which present the first application to the Federal Aviation Administration (FAA) since the advent of the Airport Noise and Capacity Act (ANCA) of 1990 for an airport access restriction that would apply to Stage 3 aircraft, were delivered to FAA Headquarters in Washington, D.C. on February 3, thus beginning the 180-day review period prescribed by Part 161 of the Federal Aviation Regulations.

“We have given our absolute best effort over the last eight years in order to honor the commitment of this airport to the surrounding community to do all it possibly can to achieve nighttime noise relief. No other airport in the country has gotten this far since the Part 161

(more)

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process took effect in 1990,” said Airport Authority President Bill Wiggins.

Prior to adoption, the Authority Commission heard presentations from counsel and the consulting team highlighting responses to public comments received on the draft study in 2008 and reviewing study findings of additional analysis following the comment period.

The basic findings of the study presented last year remain in force in the revised version, namely that the imposition of a 10:00 p.m. to 6:59 a.m. full curfew would have a positive benefit-cost ratio, and that noise and/or air pollution impacts associated with flight operations that might move to other airports due to the curfew do not rise to a level of significance under federal guidelines.

Monetized benefits of a full mandatory curfew amounting to \$67 million would outweigh costs to airlines, passengers, cargo carriers and general aviation totaling \$48 million, according to the study findings. New access restrictions are required to have a positive benefit-cost ratio under Part 161, although achieving a positive ratio is not a guarantee that FAA will approve a proposed measure. The \$67 million in benefits of the proposed curfew are largely based on savings that would occur by a reduced need for residential acoustical treatment near the airport with a curfew in place.

The revised Part 161 Study and application is posted on the Airport’s website, www.bobhopeairport.com.