



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Office of the Associate Administrator  
for Airports

800 Independence Ave., SW.  
Washington, DC 20591

**MAR 5 2009**

Mr. Dan Feger  
Executive Director  
Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505

Dear Mr. Feger:

The Federal Aviation Administration evaluated the application and supporting documentation that you sent by letter dated February 2, 2009 on behalf of the Burbank Glendale Pasadena Airport Authority (BGPAA). In your application, you seek approval to implement a mandatory nighttime curfew at Bob Hope Airport. This letter provides the determination of completeness required under 14 CFR §161.313(a). The FAA has determined that the documentation sent meets the requirements for a complete application under 14 CFR Part 161, Subpart D, except for one element of the environmental analysis.

You have provided the information required under 14 C.F.R. §§ 161.305.<sup>1</sup> However, there are inconsistencies between the information about aircraft types and numbers of operations that would be affected by the curfew in the "Documentation in Support of a NEPA Categorical Exclusion Determination for a Proposed Curfew at Bob Hope Airport" (hereinafter "NEPA Categorical Exclusion Determination") and the benefit-cost analysis in your application.

First, Table 2 in the NEPA Categorical Exclusion Determination shows that the majority of operations shifted to Ontario Airport would be of a Bombardier Dash 8 type aircraft. In contrast, the benefit-cost analysis shows that the bulk of operations shifted would be of a Bombardier Dash 6 type aircraft and that very few would involve the Dash 8.

Second, the appendix to the benefit-cost analysis states that the estimated number of flights operating at night that would be shifted to Ontario Airport is 8,830. This estimate includes Ameriflight and other small air cargo flights. The NEPA Categorical Exclusion Determination states that the estimated number shifted is 6,336, not 8,830.

<sup>1</sup> The FAA will determine whether the six conditions for approval are met through a substantive review of the BGPAA's submitted application. FAA's decision will take place not later than 180-days from the date FAA receives a complete application, including an adequate environmental assessment or adequate documentation supporting a categorical exclusion.

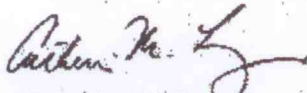
Since the Dash 6 is louder than the Dash 8, this would affect the potential level of noise increases and the size of the 65 DNL db noise contour over noise sensitive areas around Ontario Airport. Similarly, the difference of over 2,000 in the number of nighttime flights shifted would affect the potential level of noise increases over such areas.

Although you have provided credible explanations for these discrepancies in response to our inquiries, we have a responsibility to verify the accuracy of the operational data used in these circumstances. Accordingly, we must review the Integrated Noise Model (INM) input files to determine the completeness of your application under 14 CFR §161.313. Providing these files will also facilitate our detailed review of your application once it is determined to be complete.

Please let us know within 30 days of receipt of this letter whether you intend to supplement and resubmit your application. We would appreciate receiving the INM input files. In addition, please submit any other information pertinent to the adequacy and completeness of the environmental data and documentation supporting your application. We will make every effort to determine completeness within two weeks of receipt of these files so that we can promptly begin the formal 180-day review application period.

If you have any questions or would like to discuss this letter further, please feel free to contact me or Ralph Thompson, Assistant Manager of the Planning and Environmental Division, at (202) 267-8772.

Sincerely,



Catherine M. Lang  
Acting Associate Administrator  
for Airports