

Appendix A
CURRENT NOISE RULES AT BOB HOPE AIRPORT

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Appendix A

CURRENT NOISE RULES AT BOB HOPE AIRPORT

The Airport Authority's noise rules are quoted in this section.

RULE 1

All subsonic transport category airplanes and all subsonic turbojet powered airplanes regardless of category operating at the Burbank Airport shall be in compliance with all Federal Air Regulations respecting noise, as the same may be amended from time to time.

RULE 2

Each air carrier jet operator shall implement appropriate FAA approved takeoff and arrival procedures consistent with the standards of Case 9A as contained in the Final Environmental Impact Statement approved by FAA on September 12, 1977.

RULE 3

All other jet operators shall use the National Business Aircraft Association's noise abatement procedures established January 1978.

RULE 4

Each air carrier that operates, for any reason, after 10:00 p.m. or before 7:00 a.m. shall pay the full amount of any costs charged to or incurred by the Authority for maintaining the crash rescue service on duty.

RULE 5

Repealed February 24, 1986.

RULE 6

Each aircraft operator and maintenance and repair facility shall adhere to the Authority Engine Test Run Up Policy as contained in the Airport Operations Manual, as the same may be amended from time to time.

RULE 7

- A. No air carrier shall: (1) inaugurate any operations; (2) implement any increase in operations; (3) substitute aircraft types producing higher noise levels for aircraft already in service (except on a temporary basis because of emergency maintenance, weather, payload, or other unanticipated

conditions beyond the carrier's control); or (4) substitute aircraft which do not comply with the Stage 3 requirements of F.A.R. Part 36 for aircraft which meet those requirements (except on a temporary basis because of emergency maintenance, weather, payload, or other unanticipated conditions beyond the carrier's control) without having first obtained the written approval of the Commission, which approval shall not be granted except upon a determination by the Commission that such proposed operations or increase will not result in or contribute to an increase in the noise impact area of the Airport from all aircraft operations based on the annual CNEL of 70 for the period ending June 30, 1978.

- B. As used herein, the term "operations" shall mean takeoffs and landings other than emergency procedures or takeoffs or landings resulting from the use of the Airport as weather alternate. The term "weighted operations" shall mean operations weighted on the basis of time of occurrence as provided in Section 5006 of the California Noise Standards, 21 Cal. Admin. Code Section 5000 et. seq. As used herein, noise levels are defined as sound exposure levels measured at, or calculated for, Airport noise monitor system positions.
- C. Any air carrier desiring to: (1) inaugurate any operations; (2) implement any increase in operations or weighted operations; (3) substitute aircraft types producing higher noise levels for aircraft types already in service (except on a temporary basis because of emergency maintenance, weather, payload, or other unanticipated conditions beyond the carrier's control); or (4) substitute aircraft which do not comply with the Stage 3 requirements of F.A.R. Part 36 for aircraft which meet those requirements (except on a temporary basis because of emergency maintenance, weather, payload, or other unanticipated conditions beyond the carrier's control) Pursuant to Part (A) hereof shall, not less than 30 days prior to the proposed effective date of such service apply in writing for permission to the Airport Operations Committee. Such application shall include information as to the nature of the proposed operations or increase, and the projected effect thereof on the Airport's June 30, 1978 noise impact area and other material which the applicant air carrier wishes to bring to the attention of the Operations Committee. Upon review of the application and such other information as it deems appropriate, the Operations Committee shall recommend to the Commission that it grant or deny the permission requested, or any portion thereof. The Commission shall consider the recommendation of the Operations Committee, together with any other additional information which the applicant air carrier desires to present to it, and act thereon at its next regularly scheduled meeting.

- D. The Commission may approve an application, in whole or in part, for a period not to exceed one year from the commencement of such approved operations or weighted operations. Any air carrier desiring to continue such operations or weighted operations beyond said period shall have the burden of demonstrating to the Commission prior to the expiration thereof that such increase did not result in or contribute to an increase in the Airport's June 30, 1978 noise impact area.
- E. Any air carrier violating the provision of this Rule may, in the discretion of the Commission and in addition to any other remedies, including injunctive remedies available, be subject to civil penalties in the amount of One Thousand Dollars (\$1,000) for each operation which has not been approved by the Commission pursuant to the provisions of this Rule.

RULE 8

- A Between the hours of 10:00 p.m. and 7:00 a.m.:
 - 1. No intersection takeoffs shall be permitted;
 - 2. No maintenance engine run-ups shall be permitted, unless a delay of such maintenance engine run-up would cause an aircraft to arrive and/or depart after 10:00 p.m. in the succeeding 24 hour period; and
 - 3. No flight training operations, including practice instrument approaches and touch-and-go operations, shall be permitted.
- B. Any pilot in command or maintenance facility violating the provisions of these Rules may, in the discretion of the Commission, and in addition to other remedies (including injunctive remedies) available, be subject to civil penalties for each violation of this Rule as follows: (1) For the first violation, One Thousand Two Hundred Twenty-three Dollars (\$1,223); (2) For subsequent violations, One Thousand Seven Hundred Seventy Eight Dollars (\$1,778).

RULE 9

- A. Except as provided in Parts (B) and (C) hereof, no aircraft may land at or take off from the Burbank-Glendale-Pasadena Airport between the hours of 10:00 p.m. and 7:00 a.m.

- B. The following aircraft shall be permitted to land at and take off from the Burbank-Glendale-Pasadena Airport between the hours of 10:00 p.m. and 7:00 a.m.:
1. Public aircraft, military aircraft, aircraft owned or operated by the armed forces of the United States, and aircraft operated in support of military operations.
 2. Aircraft operated by commercial air carriers whose schedules comply with Rule 7 of these Rules and Regulations.
 3. Aircraft, other than those listed in FAA Advisory Circular 36-1B or 36-2A, whose total rated maximum brake or shaft horsepower is 200 or less.
 4. Propeller-driven aircraft whose certificated takeoff weights are 12,500 pounds or less and whose measured or estimated flyover noise levels, as contained in FAA Advisory Circular 36-1B or 36-2A (as said Advisory Circulars may be revised, supplemented, or replaced from time to time), are equal to or less than 85.6 dBA.
 5. Aircraft whose estimated sideline noise levels, as set forth in FAA Advisory Circular 36-3 (or in any revision, supplement, or replacement thereof listing sideline noise levels), are equal to or less than:
 - a. for aircraft whose noise levels have been determined at a sideline distance of 450 meters, 82.2 dBA;
 - b. for aircraft whose noise levels have been determined at a sideline distance 0.25 nautical miles, 82 dBA; and
 - c. for four-engine aircraft whose noise levels have been determined at a sideline distance of 0.35 nautical miles, 79.1 dBA.
 6. Aircraft whose maximum noise levels, under normal operating conditions and procedures, have been determined by the Airport Authority, upon a showing by the aircraft manufacturer or operator, are equal to or less than either:
 - a. when measured or estimated at a sideline distance of 450 meters, 0.25 nautical miles, or 0.35 nautical miles pursuant to F.A.R. Part 36 Appendix C, 82.2 dBA, 82 dBA, or 79.1 dBA, as applicable respectively, or
 - b. when measured or estimated at a flyover altitude of 1,000 feet pursuant to F.A.R. Part 36 Appendix F, 85.6 dBA.

- C. Aircraft other than those specified in Paragraph (B) shall be permitted to land at or take off from the Burbank-Glendale-Pasadena Airport between the hours of 10:00 p.m. and 7:00 a.m. only under the following circumstances:
1. In the event such landing and/or takeoff results from the existence of a declared emergency;
 2. In the event such landing and/or takeoff results from the use of the airport as a weather alternate; and
 3. In the event such landing and/or takeoff results from a weather, mechanical, or air traffic control delay; provided however, that this exception shall not authorize any landing or takeoff between the hours of 11:00 p.m. and 7:00 a.m.
- D. Upon the request of the Airport Authority, the aircraft operator or pilot in command shall document or demonstrate the precise emergency conditions resulting in a landing and/or takeoff between the hours of 10:00 p.m. and 7:00 a.m. or the precise weather, mechanical, or air traffic control conditions resulting in a landing and/or takeoff between the hours of 10:00 p.m. and 11:00 p.m.
- E. Any aircraft operator or pilot in command violating the provisions of this Rule may, in the discretion of the Commission, and in addition to any other remedies (including injunctive remedies) available, be subject to civil penalties in the amount of *Three Thousand Five hundred-fifty seven dollars (\$3,557)* for each unauthorized landing and each unauthorized takeoff.

RULE 10

- A. Except as provided in Parts (B) and (C) hereof, no aircraft operating pursuant to an Operating Certificate issued by the Federal Aviation Administration may land at or take off from the Burbank-Glendale-Pasadena Airport.

- B. The following aircraft operated pursuant to an Operating Certificate issued by the Federal Aviation Administration shall, subject to all other applicable Rules and Regulations, be permitted to land at and take off from the Burbank-Glendale-Pasadena Airport:
1. Transport category large airplanes and turbojet powered airplanes certificated under F.A.R. Part 36 or ICAO Annex 16 whose certificated sideline noise levels are equal to or less than:
 - a. for aircraft whose certificated noise levels have been determined at a sideline distance of 0.25 nautical miles, 105.0 effective perceived noise decibels;
 - b. for aircraft whose certificated noise levels have been determined at a sideline distance of 450 meters, 105.1 effective perceived noise decibels; and
 - c. for four-engine aircraft whose certificated noise levels have been determined at a sideline distance of 0.35 nautical miles, 103.5 effective perceived noise decibels.
 2. Aircraft whose average sound exposure levels (SEL) on takeoff from Runway 15, under normal operating conditions and procedures, as measured at Airport Monitoring Stations 1, 2, and 3, are equal to or less than 104.5 dB, determined as follows:
 - a. for aircraft types regularly operating at the Airport during the year ending June 30, 1981, the average level shall be determined from the energy average of the SEL values measured at Monitoring Stations 1, 2, and 3 during April, May, and June, 1981.
 - b. for aircraft types not regularly operating at the Airport during the year ending June 30, 1981, the aircraft operator shall submit estimates of the energy average SEL values expected at Monitoring Stations 1, 2, and 3, accompanied by noise level and takeoff performance calculations sufficient to show the basis for obtaining the estimates. Where the average combined noise level estimates fall within the range of 101.5 to 104.5 dB, the Airport shall have the option of allowing the aircraft to operate at the Airport for a demonstration period of 90 days. The noise levels measured at Stations 1, 2, and 3 during this 90-day demonstration period shall be the basis for determining whether or not the aircraft meets the noise limits under this Part. The permission granted under this Part (B) (3) (b) shall continue only for so long as the approved aircraft continues to be operated at an average combined noise level at or below 104.5 dB as set forth above.

- C. Aircraft operated pursuant to an Operating Certificate issued by the Federal Aviation Administration, whose noise levels exceed the limits specified in Part (B) shall be permitted to land at and take off from the Burbank-Glendale-Pasadena Airport only under the following circumstances:
1. In the event such landing and takeoff results from the existence of a declared emergency;
 2. In the event such landing and takeoff results from use of the Airport as a weather alternative; or
 3. In the event such landing and takeoff occurs in connection with FAA certificated maintenance, repair and modification.
- D. Upon request of the Airport Authority, the aircraft operator or pilot in command shall document or demonstrate the precise emergency conditions or FAA certificated maintenance, repair, or modification resulting in the landing and takeoff of an aircraft whose noise levels exceed those set forth in Part (B) above.
- E. Any aircraft operator or pilot in command violating the provisions of this Rule may, in the discretion of the Commission, and in addition to any other remedies (including injunctive remedies) available, be subject to civil penalties in the amount of One Thousand Dollars (\$1,000) for each unauthorized landing and takeoff.

RULE 11

Subject to the provisions of Rule 7 of these Rules and Regulations:

- A. No air carrier shall inaugurate or reinstitute scheduled turbojet operations at the Burbank-Glendale-Pasadena Airport ("the Airport"), except as provided in Part C below, unless all turbojet operations of that carrier are to be conducted solely with aircraft which comply with the noise level criteria of F.A.R. Part 36 Stage 3 (section C36.5 (a) (3) of Appendix C), as the same may be revised, supplemented, or replaced from time to time ("Stage 3 aircraft").
- B. Each air carrier that has continuously provided scheduled passenger service at the Airport using non-Stage 3 aircraft since March 1, 1982, shall:
1. Utilize only Stage 3 aircraft in increases in its scheduled turbojet operations above the number of such operations in effect on June 30, 1982;
 2. Conduct at least twenty-five percent (25%) of its scheduled turbojet operations with Stage 3 aircraft until March 31, 1986; and

3. From April 1, 1986, to March 31, 1987, conduct at least fifty percent (50%) of its scheduled turbojet operations with Stage 3 aircraft.
- C. Air carriers seeking to inaugurate or reinstitute scheduled passenger operations at the Airport between the effective date of this Rule and March 31, 1987, will be permitted to make use of non-Stage 3 aircraft to the extent such aircraft may be used during that period by air carriers that have continuously utilized such aircraft at the Airport in scheduled passenger service since March 1, 1982, if the air carrier seeking to inaugurate or reinstitute scheduled passenger service demonstrates that the non-Stage 3 aircraft sought to be utilized will produce, at the average gross weight reasonably expected in operations at the Airport, an energy average Sound Exposure Level ("SEL") no greater than 98 decibels at Airport Monitoring Stations 1, 2, and 3 for departures on Runway 15 and no greater than 93 decibels at Station 9 for arrivals on Runway 7.
 - D. After March 31, 1987, each air carrier providing scheduled passenger service at the Airport shall conduct one hundred percent (100%) of its scheduled turbojet operations with Stage 3 aircraft.
 - E. Air carriers may substitute higher noise level aircraft in operations required to be flown with lower noise level aircraft only if the required lower noise level aircraft is removed from service on a temporary basis for unanticipated conditions beyond the carrier's control, but only for so long as is necessary to correct such unanticipated conditions.
 - F. Each scheduled air carrier shall demonstrate, in writing, its intention and ability to fulfill the requirements of the Rule not less than 30 days prior to the commencement (including reinstatement) of scheduled passenger service or any proposed increase in operations at the Airport. Each such air carrier shall also, upon request of the Authority, provide written documentation of the reasons for and duration of any substitution of aircraft pursuant to Part E hereof.

RULE 12

In the event one or more clauses, sections or provisions of these Rules shall be held to be unlawful, invalid or unenforceable, the remainder of such Rule (or Rules) shall not be affected thereby.

ENFORCEMENT

The following procedures shall govern the enforcement of the Noise Abatement Rules.

1. Alleged violations of the Noise Abatement Rules shall be investigated by the Environmental Operations Manager or such other airport staff member as the Executive Director may designate.

2. In each instance of a potential violation identified by the Environmental Operations Manager, the Environmental Operations Manager shall notify the owner or operator of the aircraft in question. In the case of potential violations of Rules 8 or 9, or in any other instance in which a violation, if confirmed, would result in the imposition of a monetary fine or operational restriction, such notice shall be in writing and shall be delivered by certified mail or other form of registered delivery. Such written notice shall specify the nature of the alleged violation, the time, date and location of its occurrence, the rule allegedly violated, and shall include a copy or description of these enforcement procedures.
 3. The owner or operator shall have fifteen (15) business days from the date of such notice to: pay the proposed fine; contest in writing the finding of a violation; or request in writing an informal conference with the Director, Environmental and Safety Programs (“Director”). The Director shall, based upon information received in writing or through an informal conference, determine whether a violation has occurred and shall promptly give written notice of such determination to the owner or operator.
 4. The owner or operator shall have ten (10) business days from the date of such notice of determination to appeal the determination of the Director to the Authority’s Operations Committee. Such appeal shall be in writing, submitted to the Environmental Operations Manager, and shall set forth all information the owner or operator believes necessary to support such appeal. The Operations Committee shall have the discretion to request further information from the owner or operator, either in writing or in person, and may affirm, overrule or modify the determination of the Director. The Operations Committee shall give written notice of its decision to the owner or operator.
 5. The owner or operator may, within ten (10) business days of the date of the notice of decision of the Operations Committee, appeal that decision to the full Airport Authority Commission, by submitting a notice of appeal, together with such written information as it deems appropriate, to the Environmental Operations Manager. The Commission may request further information from the owner or operator, either in writing or in person, and may affirm, overrule or modify the decision of the Operations Committee. The Commission shall give written notice of its decision to the owner or
- G. Each scheduled air carrier violating the provisions of this Rule may, in the discretion of the Commission, and in addition to the other remedies (including injunctive remedies) available, be subject to civil penalties in the amount of Ten Thousand Dollars (\$10,000) for each day on which operations are conducted in violation of the provisions of this Rule.

ATTACHMENT A-1

JETS APPROVED FOR OPERATION 24 HOURS A DAY

Rule 9

Between the hours of 10:00 p.m. to 7:00 a.m. (local time) daily, takeoffs and landings of “noisy” aircraft are prohibited. Operations caused by emergencies, use of the airport as a weather alternative, and for air traffic control delays are permitted. The following is a list of jet aircraft approved for 24-hour operations, which are **unaffected** by this rule:

JET AIRCRAFT APPROVED FOR OPERATION 24 HOURS A DAY

Manufacturer	Model (s)
British Aerospace	BAe 125-700 and 800 Hawker Jet with Garrett TFE 731 Engines*
*This aircraft has had several designations: DH125; BH125. Early Models with RR Viper engines do not comply.	
Canadair Ltd.	Challenger Series Global Express
Cessna	Citation Series
Dassault	Falcon Series; all except the Falcon 20 without Garrett TFE731 engines
Learjet	30 Series 40 Series 50 Series 60 Series
Gulfstream**	G4 G5

**Special provisions for other Gulfstream Models:
Models G2B and G3

- May be operated provided manufacturer's “Quiet Flying Procedures” are utilized **and** the gross weight of 55,500 pounds is not exceeded.

[REDACTED]

Model G2 with "Hush Kit" or conical nozzles

- May be operated provided manufacturer's "Quiet Flying Procedures" are utilized **and** the gross weight of 47,000 pounds is not exceeded.

[REDACTED]

Israel Aircraft Industries	1124 Westwind 1125 Astra
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[REDACTED]

Lockheed	Jetstar 731 Jetstar II 1329-25
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[REDACTED]

Beechcraft	Model 400 Beechjet Diamond I, II
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[REDACTED]

Sabreliner	NA 265-65 Series NA 265-75 Series NA 265-with Garrett TFE 731 Engines
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[REDACTED]

Violations of these provisions carry with them monetary sanctions in amounts of up to \$3,258 per violation.

NOTE: If your jet aircraft is **NOT** listed above, it will be subject to violation if operated during nighttime hours (10:00 p.m. to 7:00 a.m.).

NOTE: These rules are not intended to interfere with the rights or responsibilities of the pilot-in-command concerning safety of flight.

Questions should be addressed to the Noise Management Office at (818) 840-8840.

ATTACHMENT A-2**LIST OF AIRCRAFT RESTRICTED BETWEEN 10 PM AND 7 AM**

**For Jet Aircraft Over 75,000 lbs
Stage 2 Hush-kitted to be Stage 3 Compliant Aircraft
Restricted between 10 PM and 7 AM***

B707
B720
B727
B737-200
DC8
DC9**
DC10

*Operators should be queried if their aircraft has an Operating Certificate. If yes, the aircraft above are NOT restricted (per Rule 10). If no, they are restricted (per Rule 9). The difference is the type of operation: Operating Certificates are required by FAR Part 125 and 135, not Part 91. However, Part 125/135 operators can use their aircraft under Part 91 (for private, non-revenue flights), and that would make the aircraft listed above restricted at night (per Rule 9).

**Note: Only the DC9-80 with JT8D-109 engine is approved for 24-hour operations. Other models of the DC9 are restricted.

Propeller Aircraft Restricted between 10 PM and 7 AM

(above 85.6dB)	(Over 12,500 lbs.)
Beech 35-C33A	Beech 1900/1900C
Beech 35S	Beech 2000
Beech 60	Beech B300
Beech 65	Fairchild SA226-TC
Beech A60	Fairchild SA227-AC/AT/BC/CC/DC/TT
Beech C 18 S	Jetstream 31
Beech G50	Jetstream 3201
Cessna 175	Raytheon B300
Cessna 310Q	Dornier 228-101/201
Piper PA-31*	Dehavilland DH6-300
Rockwell Int. 680	

*Note: Only PA-31 with TIO-540-A1A engine and HC-E2YR-2B propeller is restricted. Other models of the PA-31 are approved for 24-hour operations. Fleet approval for Ameriflight documented 2/26/81.