



RACCA

REGIONAL AIR CARGO CARRIERS ASSOCIATION

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14 May 2008

Part 161 Comment Docket
Burbank-Glendale-Pasadena Airport Authority
Bob Hope Airport
2627 Hollywood Way
Burbank, CA 91505

Dear Sirs/Mesdames:

The Regional Air Cargo Carriers Association (RACCA) represents more than 50 FAA-certificated cargo airlines operating over 1,000 airplanes serving smaller communities throughout the United States and internationally. Using a mix of jets, turboprops and piston-powered aircraft, our members provide "feeder" service for major carriers like DHL, FedEx, and UPS.

Additionally, RACCA members provide high-priority cargo services to communities of all sizes, deliver "just-in-time" inventory items for a wide variety of industries, and regularly transport financial documents, medical laboratory samples, pharmaceuticals, specialized radioactive substances used in cancer therapy, and even human organs for transplant. Our members' services play a key role in the nation's commerce and touch the lives of millions of citizens.

Major package express carriers, financial institutions, businesses, and courier services long ago realized the value of extending next-day and other express package delivery options between big-city airports such as Burbank and smaller communities where service by large cargo jets is not practicable, and surface transportation from big-city business and industrial centers is not fast enough.

We are deeply concerned about the "new" Part 161 study being submitted by Bob Hope/Burbank Airport (KBUR) – the previous one having been rejected. We believe this study warrants extremely close scrutiny by the FAA and Department of Transportation for several reasons:

1. It appears to RACCA that approval of this study will directly contravene applicable rules related to imposition of curfews and other discriminatory restrictions at airports where substantial investments of public funds have been made, as well as vacate grant assurances to which the airport agreed when accepting the money.
2. If approved, it will set a precedent that is sure to reverberate across the country, precipitating similar studies at numerous other airports where minorities of citizens

militant about noise (which was known and recognized when these people acquired their property near the airport) will seek to impose all-night curfews and deny their neighbors the services those airfields provide. This will have a strongly negative effect upon aviation businesses and commerce in general.

3. As to Burbank itself, successful imposition of an all-night curfew will result in air transportation companies and corporate operators leaving the airport – with an attendant loss of jobs, rents, and tax revenue.
4. Burbank currently has a successful voluntary curfew in place, with a high level of compliance by Part 121 and other operators. This results in minimal noise and traffic during “curfew” hours. It is a busy, major airport in a large metropolitan area, with two runways and an Instrument Landing System. Making the current curfew mandatory will unnecessarily restrict public access to this important asset.
5. Burbank was one of the first airports in the country to go to an “all Stage III” aircraft requirement, a change which was very costly to industry but made night flight operations here much quieter.
6. Airlines, aircraft manufacturers, and operators have spent billions of dollars to comply with Stage III requirements. The environmental and general benefits of this progress reach far beyond Burbank. Mandatory curfews at other airports nationwide, arising from the Burbank precedent, will unfairly restrict these entities’ ability to recoup the costs of development and investment in Stage III aircraft.
7. Economic impact analyses in the current Part 161 study differ significantly from those of the previous (disapproved) one – sufficiently so that they raise concern about the accuracy of the analyses, and about the data upon which they were based. RACCA believes this area warrants very close review.
8. A number of glib suggestions have been made to solve the “noise problem” at Burbank – most of which involve moving the noise to a different airport. This in itself is an unacceptable solution from a legal standpoint, but there are also other problems:
 - Rules at most of the airports nearest to Burbank that predate the Airport Noise and Capacity Act (ANCA), such as Van Nuys (KVNY), Santa Monica (KSMO), Long Beach (KLGB), and John Wayne (KSNA) prohibit many of the operations that would be “moved”
 - Los Angeles-area airports without such strictures are unsuitable for other reasons: Los Angeles (KLAX) is already saturated, hangar and office space on the airport is limited and very expensive, and late-night/early-morning weather is an issue. Palmdale Air Force Plant 42 (KPMD) and Ontario International (KONT) have been offered as solutions, but fast driving in light traffic takes well over an hour from metropolitan Los Angeles business locations. This greatly diminishes the time advantage of air shipment which RACCA customers must have.
9. Lastly, approval of such a Part 161 study is without precedent in the U.S. for a reason: Previous studies at Burbank and other airports have given rise to the same conclusion –

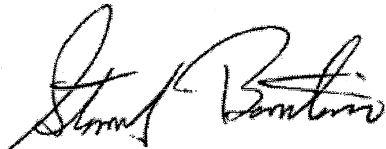
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The result, an all-night curfew, is clearly not in the public interest because it does not address the needs and wants of the majority of the affected citizens, businesses, and communities impacted by it.

For these reasons, Regional Air Cargo Carriers Association strongly urges the FAA to reject the current Part 161 study applicable to Burbank Airport (KBUR).

RACCA expresses its thanks for the opportunity to comment upon this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Stanley L. Bernstein". The signature is written in a cursive, flowing style.

Stanley L. Bernstein
President

cc: M. Vasconcelos, FAA
D. Pratte, FAA