



News Release

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

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BOB HOPE AIRPORT ANNOUNCES MAJOR INITIATIVES RELATED TO NIGHTTIME NOISE AND GROUND TRAFFIC/TRANSPORTATION ISSUES

BURBANK, Calif., March 15, 2010 — The Burbank-Glendale-Pasadena Airport Authority today announced its intention to pursue an alternate approach to addressing the issue of meaningful nighttime noise relief, following the rejection by the Federal Aviation Administration last November of the Authority's Part 161 Study and Application for a full nighttime curfew. The Part 161 Study took eight years and cost more than \$7 million.

According to Joyce Streator, President of the Airport Commission, the Authority has begun discussions, hopefully leading to productive negotiations, with the airlines that serve the Airport regarding potential means to convert the existing voluntary nighttime curfew into a permanent mandatory curfew for all passenger air carriers.

"If this process results in identifying realistic potential means to obtain noise relief, the Authority will begin a consensus-building process encompassing all relevant stakeholders, including the cities of Burbank, Glendale, Pasadena, and Los Angeles; the residents of the communities directly impacted by Airport operations; the Federal Aviation Administration (FAA); and the airlines," she said. This consensus-building process would include input, comment, and constructive criticism from all of the relevant stakeholders.

Despite the November decision by the FAA, the Authority remains committed to achieving meaningful nighttime noise relief, including its continued support of a Valley-wide approach to limiting nighttime noise from non-airline operators (i.e., general aviation). The

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NOISE/TRANSPORTATION MEASURES

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Authority will cooperate with local Congressional representatives and with the cities of Burbank and Los Angeles in their attempts to seek changes in existing law that would permit the implementation of such general aviation nighttime noise restrictions, Streator said.

Additionally, Streator noted that the Authority remains committed to reducing the Airport's environmental impacts of traffic and pollution on the surrounding communities and is moving forward with exploration of ground transportation options to reduce vehicle traffic both at the Airport and in adjacent communities.

"We believe that the Burbank, Glendale and Pasadena tri-city area is underserved by public transportation, and that the Airport can become a catalyst to help spur improvements in public transportation and reduce traffic congestion in a variety of ways," she said.

Among opportunities to improve transportation in the East San Fernando Valley, the Airport Authority believes that its three member cities could form a coalition to improve the area's public transportation.

Additionally, a train station could be located on the north side of the Airport, near San Fernando Road and Hollywood Way, providing a direct connection to existing Metrolink service, as well as to proposed high speed rail service between Los Angeles and Northern California.

The Authority also believes that additional bus service to the Airport should be pursued, such as an extension of the Orange Line service that currently operates from the western portion of the Valley and terminates at the North Hollywood Red Line Station. Such service would be immensely popular and would provide substantial traffic relief for local streets.

"The Authority has committed itself to explore all of these options and to engage public discussion and input on a continuing basis," Streator concluded.