



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 OPENS 45-DAY COMMENT PERIOD ON FULL NIGHTTIME CURFEW PROPOSAL ON MARCH 31

BURBANK, Calif., March 27, 2008 – As part of its long standing commitment to eliminate or significantly reduce nighttime noise, the Burbank-Glendale-Pasadena Airport Authority today announced a 45-day public comment period beginning March 31 and closing on May 14, at 11:59 p.m. regarding its proposed application to the FAA for a mandatory curfew at the Bob Hope Airport from 10 p.m. to 6:59 a.m.

During that period, organizations and members of the public are invited to provide comments and ask questions regarding the proposed submittal of a Part 161 application via either of the Authority's websites, www.bobhopeairport.com or www.burbankairport.com; at a public workshop, to be conducted on April 14 in the Skyroom in Terminal A of the Airport, between 3 p.m. and 7 p.m.; and/or at a public hearing on May 12, at the Burbank Airport Marriott Hotel, beginning at 6 p.m.

An executive summary and the entire text of the proposed application to the FAA are available on the Authority's websites, as well as libraries in Burbank, Glendale, Pasadena and Los Angeles.

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The proposed submittal to the FAA, tentatively planned for consideration by the nine-member Commission at its meeting on June 16, is the culmination of an eight-year study by the Authority to identify and quantify a cost-effective measure to dramatically improve the quality of life for the airport adjacent communities by the significant reduction of aviation-related nighttime noise.

The study concluded that the monetized benefits of a full mandatory curfew amounting to \$67 million would outweigh costs to airlines, passengers, cargo carriers and general aviation totaling \$55 million. Under the FAA's Part 161 requirements, aviation restrictions are required to have a positive benefit/cost ratio, although achieving a positive ratio is not a guarantee that the FAA will approve a proposed curfew.

The proposed Bob Hope Airport submittal to the FAA, if approved, would be the nation's first restriction on Stage 3 jets since the U.S. Congress passed the Airport Noise and Capacity Act of 1990, which barred airport imposition of new access restrictions unless approved by the FAA.