



News Release

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

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AUTHORITY APPROVES OPERATING AGREEMENT WITH BRILES WING AND HELICOPTER, INC. TO CONDUCT TRAINING OPERATIONS AT BOB HOPE AIRPORT

*Concern over Noise Leads Airport Authority to Seek Memorandum of
Understanding with Helicopter Operators Calling
for Advance Notice of Training Operations*

BURBANK, Calif., May 4, 2010 — The Burbank-Glendale-Pasadena Airport Authority has approved a Helicopter Flight Instruction Operating Agreement with Briles Wing and Helicopter, Inc., a helicopter services company based at Van Nuys Airport, to conduct operations at Bob Hope Airport in Burbank.

Briles is the third Van Nuys-based helicopter operator since 2005 to execute the Airport operating agreement, which stipulates that helicopter pilots will adhere to Airport safety rules that preclude helicopter operations within 200 feet of any area where light aircraft are operating or parked, and that they will make their approach to, and/or land on, a runway rather than a taxiway.

In recent years, Van Nuys-based helicopter operators have come to Bob Hope Airport to conduct “touch and go” flight training due to a prohibition of such operations at Van Nuys

(more)

HELICOPTERS

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Airport. The Van Nuys restrictions were adopted prior to 1990, when federal law was passed preventing new airport restrictions on aircraft operations.

Airport Authority Commissioners expressed concern over noise associated with the helicopter training flights, but were advised by legal counsel that federal requirements mandate the Authority to grant Briles access to the Airport. As an alternative, the Authority directed staff to seek agreements with helicopter operators to notify the Authority in advance when they intend to bring pilots to the Airport to conduct repetitive “touch and go” training operations.

“Helicopter training operations differ from those of fixed-wing aircraft because they take place quickly, resulting in repeated flights at short intervals and at low altitude over the same nearby houses. If we can get better advance notice, it will be helpful in our efforts to communicate with the neighbors who live nearby,” said Executive Director Dan Feger.

“These operators have already demonstrated their willingness to observe our safety requirements by avoiding arrivals and departures on taxiways, and we hope they will be receptive to letting us know as a matter of course when they wish to come to the Airport for pilot training,” Feger said.