



October 23, 2019

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 20-16-C-00-BUR TO THE
FAA TO IMPOSE AND USE A PFC AT BOB HOPE AIRPORT**

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Burbank-Glendale-Pasadena Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a notice to impose a passenger facility charge (PFC) at Bob Hope Airport (BUR) and to concurrently use PFC revenue at BUR. The Authority has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The Authority will accept public comments on the proposed PFC Application No. 20-16-C-00-BUR up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Thursday, November 28, 2019.

Authority Point of Contact: Comments may be mailed to Ms. Kathy David, Deputy Executive Director-Finance and Administration, Burbank-Glendale-Pasadena Airport Authority, 2627 Hollywood Way, Burbank, CA 91505.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The Authority will seek authority from the FAA to use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on passengers enplaned at BUR.

Charge Effective Date: March 1, 2021 (or the first day of the month, which is at least 60 days from the date the public agency notifies the carriers of approval to impose a PFC).

Estimated Charge Expiration Date: October 1, 2021 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

Estimated Total PFC Impose and Use Revenue: \$7,598,096

Projects for which the Authority is seeking Impose and Use Authority:

1. Taxiways C and D West and Shoulders, and General Aviation Ramp Rehabilitation

Project Description: This reimbursement project funds design, bidding, and project management for the Taxiways C and D and General Aviation (GA) Ramp Rehabilitation project. The Taxiway C and D rehabilitation work was performed on sections of Taxiways C and D west of Runway 15-33. The GA Ramp rehabilitation work was performed west of Runway 15-33 and north of Runway 8-26.

Taxiway C is 4,000 feet long and 75 feet wide with 25-foot shoulders and constructed with bituminous asphalt concrete (AC) pavement. The rehabilitation limits for Taxiway C extend from Runway end 8 to Taxiway C7, which included taxiway and shoulder pavements. This project rehabilitated approximately 3,000 square yards of taxiway pavement and approximately 11,000 square yards of shoulder.

Taxiway D is 5,800 feet long and 75 feet wide with 25-foot shoulders and constructed with AC pavement. The rehabilitation limits for Taxiway D extend from Runway end 8 to Taxiway B, which included taxiway and shoulder pavements. This project rehabilitated approximately 8,000 square yards of taxiway pavement and approximately 48,000 square yards of shoulder.

The GA Ramp is approximately 102,000 square yards and constructed with AC. This ramp is located west of Runway 15-33 and north of Runway 8-26. The area that was rehabilitated was approximately 92,000 square yards.

The taxiway and GA ramp rehabilitation work included removal of six inches of AC and installation of six inches of bituminous wearing course. The taxiway shoulder work included removal of three inches of AC and installation of three inches of hot mixed asphalt shoulder course and asphalt surface treatment. Work also included the removal and replacement of 675 linear feet of electrical conduit, installation of 2,000 linear feet of cables and wiring, and removal and replacement of 13 light fixtures.

The new pavements were designed in accordance to FAA Advisory Circulars (AC) 150/5300-13A, *Airport Design* regulations and all affected areas were restriped according to AC 150/5340-1L, *Standards for Airport Markings* guidance.

Project Justification: Taxiways C and D are critical components of the taxiway network and provide direct access to Runway 8-26. The GA Ramp is also a critical component of the airfield system by providing parking for GA aircraft. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for pavement rehabilitation is 10 years. Taxiways C, D and the GA Ramp were last rehabilitated in 2008, 2009, and 1997, respectively, while Taxiways C and D shoulders were last rehabilitated in 1980 and 1990 respectively.

A pavement evaluation completed in May 2018 by RDM identified the PCI values for the project areas of Taxiways C, D, and GA Ramp at 75, 66, and 67 respectively. Taxiways C and D have average PCI values of 56 and 47 respectively. The critical PCI for taxiways is 60. As stated, many of these pavement sections are near or below the critical PCI which are expected to deteriorate more rapidly once they fall below the critical PCI value.

The distresses of Taxiways C and D and the GA Ramp include longitudinal and transverse cracking, alligator cracking, depressions, and weathering due to climate, durability, and load issues. Deterioration of the airfield pavement could lead to foreign object debris (FOD), a safety hazard for operating aircraft, and the continued pavement deterioration would inhibit the capacity of the Airport. Therefore, the rehabilitation

of these pavement areas is necessary for the enhancement of safety and preservation of capacity at the Airport.

2. Taxiway A Rehabilitation

Project Description: This project funds for design, bidding, project management, and construction for the rehabilitation of Taxiway A. Taxiway A is the primary taxiway for support of Runway 15-33 and is primarily used for departure taxiing of commercial traffic. Taxiway A is 5,200 feet long and 75 feet wide, with 25-foot shoulders and constructed with bituminous asphalt concrete (AC) pavement.

The rehabilitation limits for Taxiway A extends from Taxiway D to A1 west of Runway 15-33. This project rehabilitates approximately 43,000 square yards of taxiway pavement.

The rehabilitation work will include the removal and replacement of ten inches of AC for Taxiway A and will include the mill and replacement of four inches of AC for the three Taxiway A should sections. Work also includes restriping of affected areas.

The new pavements were designed in accordance to FAA Advisory Circulars (AC) 150/5300-13A, *Airport Design* regulations and all affected areas were restriped according to AC 150/5340-1L, *Standards for Airport Markings* guidance.

Project Justification: Taxiway A is a critical component of the taxiway network and provides direct access to Runway 15-33. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for pavement rehabilitation is 10 years. The section of Taxiway A included within this project was last rehabilitated in January of 2008.

A pavement evaluation completed in May 2018 by RDM identified the PCI of Taxiway A to be 46. A PCI below 55 is considered poor condition.

The distresses of Taxiway A include longitudinal and transverse cracking, patching, raveling, and rutting due to climate, durability, and load issues. Deterioration of the airfield pavement could lead to foreign object debris (FOD), a safety hazard for operating aircraft, and the continued deterioration of the pavement would inhibit the capacity of the Airport. Therefore, the rehabilitation of these pavement areas is necessary for the enhancement of safety and preservation of capacity at the Airport.

3. Acquisition of Airport Pavement Management System

Project Description: This project funded the acquisition of a new Airport Pavement Management System (PMS) and pavement evaluation for the Airport. The PMS was developed in accordance with FAA AC 150/5380-7B *Airport Pavement Management Program* and AC 150/5335-C *Standardized Method of Reporting Airport Pavement Strength* guidance. This system will be used to assess pavement conditions based on pavement condition surveys, pavement history, and aircraft traffic data to assist decision makers in finding strategies for maintaining pavements in serviceable condition over a given period for the least cost. This project also funded for the Airport's pavement evaluation and survey. Data collected from this survey was used for the new PMS.

Project Justification: FAA Grant Assurances require the Airport to implement a PMS program. A PMS provides a systematic approach to determining priorities, schedules, and resource allocation for pavement maintenance and rehabilitation. This program analyzes the existing and predicted pavement conditions and determine alternatives for maintenance and rehabilitation to reduce costs and maximize the life of pavement.

4. Preparation of Environmental Impact Statement

Project Description: This project funds the preparation of the Environmental Impact Statement (EIS) to evaluate the potential environmental impacts for the replacement passenger terminal at the Airport. The EIS is outlined in FAA Orders 5050.4A in accordance with the National Environmental Policy Act (NEPA) process. Under the NEPA, the FAA is required to conduct an environmental analysis before awarding grant funding for the replacement passenger terminal and associated projects.

Project Justification: An EIS is a document required by NEPA for certain actions "significantly affecting the quality of the human environment". An EIS is a decision-making tool that describes the environmental effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS. The relocation of the Airport's terminal to the northeast section of the airfield, which is commonly known as the B-6 site, will require an EIS to analyze and communicate any impacts from the proposed action.

5. Replacement of Continuous Friction Measuring Equipment

Project Description: This project funded the acquisition of a Continuous Friction Measuring Equipment (CFME) for the Airport. CFMEs measure rubber build up and surface friction values so corrective action can be taken by Airport Operations to inform pilots of runway conditions. Prior, to the purchase of the new CFME, the last CFME was acquired in July 2005. The old CFME had been inoperable since 2015 due to age and constant use and was not able to be repaired.

Project Justification: According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for equipment is 10 years. Prior to the acquisition of the new CFME, the previous CFME was over 12-years old, therefore exceeding its useful life.

CFME is a critical piece of safety equipment for the Airport. According to AC 150/5320-12D, guidance, the Airport should conduct friction survey testing every two weeks. BUR Operations indicates that the CFME is currently used once a week with added runs if reports are received from the Air Traffic Control Tower and arrival crew on runway conditions. Rubber accumulation affects the level of friction on the runway, which reduces aircraft braking and ground handling performance. If rubber accumulation is not monitored and removed can lead to incidents such as runway overruns or a lateral slide off the runway. The acquisition of the CFME will provide Airport Operations data to evaluate runway friction levels and determine when and to what extent rubber removal and cleaning will need to be done.

The monitoring of rubber accumulation is important to Airport given its operation and location. In 2018, the Airport handled over 134,000 operations. There are two runways at BUR; Runway 15-33 is primarily used for departures and Runway 8-26 is primarily used for arrivals. The existing terminal is less than 185-feet from the edge of Runway 8-26 eastern end. In addition, the Airport is in a densely populated area of downtown Burbank. The loss of braking ability and directional control due to rubber build up could potentially be fatal at the Airport.

6. Replacement of Emergency Generator

Project Description: This project funded the replacement of the existing emergency generator located at the Airport. This project replaced the existing emergency generator, installed in 1978 located at the Airport on the south valet holding lot. The new, one megawatt diesel generator provides power to support emergency lighting, egress lighting, and basic safety and security functions in the Terminal.

Project Justification: The replaced generator was over 40 years-old and well beyond its useful life. According to FAA Order 5100.38D, *Airport Improvement Program Handbook* the useful life of equipment is 20 years. This generator had a history of operational failures and due to its age, parts were no longer available resulting in costly repairs. In addition, the generator did not meet current emissions regulations. A prolonged power outage would limit the generators usage due to its emissions as they relate to regulations set by the Southern California Air Quality Management District (AQMD).

The new generator will also be relocated to the new terminal site upon completion.

7. Replacement of Interactive Employee Training System

Project Description: This project funded the purchase of an interactive employee training (IET) system at the Airport. The new IET system replaced the old system that was originally installed in June 2006, which had reached the end of its useful life. The new IET system supports 10 workstations and is connected to the central database maintained and managed by the Airport. The database stores individuals' training records and allows the Airport to maintain compliance with FAA mandated training and record keeping requirements of 14 CFR Part 139 (Part 139).

To note, in 2011 there was a required Interactive Training Module that was funded through PFC Application #12. This project only funded for the acquisition of two additional interactive training modules to update and expand the existing system to meet the demand for security testing at the Airport.

Project Justification: This project installs a new IET to replace the original system installed in June 2006. According to FAA Order 5100.38D, *Airport Improvement Program Handbook* the useful life for equipment is 10 years. The IET system was over 10 years old, therefore justifying its replacement.

The new IET system supports 10 testing stations, increasing the testing stations by four. The additional four testing stations are needed to accommodate the increasing number of Authority employees and support staff. The Authority has over 3,000 badge personnel that require annual updates to renew badging privileges. This number is also growing as the airlines continue to add staff at BUR to support growing operations. Additionally, the construction of the new replacement terminal is expected to bring an additional 500 to 1,000 employees requiring testing for security badges. Prior to the IET system replacement the Badging Office was required to be operational 12 hours a day, five days a week to support testing requirements for employees. On average testing for two modules is 1.5 hours and testing for four modules is 3.5 to 4 hours.

Since June 2004, airports have been required to train and track personnel with access to the AOA to maintain its Part 139 certification. This training ensures that personnel are trained for their own personal safety as well as the safety of pilots, contractors, security personnel, and passengers on the Airport. The IET systems provides customized airport training for areas such as Security Information Display Area (SIDA) procedures, FAA Part 139-mandated driver training, and other areas, as designated by the Airport as critical to operations. The new IET system provides the Airport with highly customized training modules that are produced at the Airport to provide more personalized training that resembles day-to-day operations. These new training modules have proven to be highly effective training tools and become industry standards for safety and security training at airports.

8. Replacement of Digital Video Security System Area Network (SANS)

Project Description: This project funds for the replacement of the Digital Video Security System (DVSS) Storage Area Network (SAN) at the Airport. Prior to the acquisition of the current SAN the last SAN installed in May 2010. The old SAN utilized older hard-drive technology that had reached its useful life

and was not expandable to meet the current storage requirements of the Airport's DVSS. Additionally, this system crashed in 2018.

This project replaced the Dell Compellent SC200 Single, 24-Bay Controller System with an EonStor GS 3016R Dual Redundant 16-Bay Controller System. This system is supported with two locations with 66, 3.5-inch 8TB SAS SSD of data storage. This system has a smaller footprint and will provide more storage capacity.

Project Justification: This project replaced the DVSS SAN system installed in May 2010 with a new SAN system that increases system performance, doubles storage capacity, and has a smaller storage footprint. According to FAA Order 5100.38D, *Airport Improvement Program Handbook* the useful life for equipment is 10 years, however the old SAN system crashed in 2018.

Airports are unique environments that have a combination of threats and security vulnerabilities that require vigilance from personnel, passengers, and the use security cameras. Digital security cameras are critical pieces of the Airport's frontline security operations, and as digital security camera technology advances, so does the network that supports them. For airports to support digital capabilities such as high definition video and real-time and remote monitoring require large amounts of storage. The previous SAN had reached its useful life and was not expandable to meet current storage needs. The new system has a smaller footprint than the old Dell SAN system and significantly increases storage capacity for higher definition data.

9. Rehabilitation and Upgrade of Main Server Room

Project Description: This project funds for the design and construction for the rehabilitation and upgrade of the Main Server Room at the Airport. This project enhances server room infrastructure to support various information technology (IT) and communication functions. Work includes replacing the heating, ventilation, and air conditioning (HVAC) system to a higher capacity specific cooling system; replacing the existing wet sprinkler system with a pre-action automatic sprinkler and clean agent fire suppression system; installing new partition walls and doors to provide separate rooms for fire protection and electrical equipment; installing new uninterruptible power system (UPS); installing new air tight conduits for IT and power cables; installing new air tight doors, windows, and ceilings; installing new floor finishes, and upgrades to the existing electrical lighting and backup power systems.

Project Justification: The Main Server Room is currently located in Building #36. Prior to relocation, it was located on the fourth floor of the Main Terminal. The move to Building #36 was necessary since the room could not be expanded for the new IT equipment and the lack of seismic structural support for the Main Terminal. The new Main Server Room will play a critical role during the transition from the existing Terminal to the new Replacement Terminal by allowing all IT functions to be fully operational during the relocation process.

Building #36 was constructed in the 1980's and not designed to support the functions of an IT server room. The existing server room, which was converted from an engineering file room, is not adequately cooled or powered and lacks adequate fire suppression for its intended function. The current HVAC is not designed to support the heat generated or cooling levels required for the server room. The existing fire suppression system is a regular wet system that is not designed to support an IT server room environment.

The new rehabilitated and upgraded room will install a fire suppression system with pre-action automatic sprinklers and clean agent fire suppression system. Pre-action sprinkler systems are specialized fire suppression systems for use in locations where unintended activation is undesired. The clean agent fire suppression system is a highly specialized fire suppression system that uses inert gases and chemical agents to extinguish a fire. This type of system requires an air tight environment to effectively suppress the fire to

avoid extensive damage. These fire suppression systems are industry standards for data centers and server rooms.

The additional structural and architectural modifications to the room are needed to provide an air tight environment to allow both fire suppression systems to properly function and maintain appropriate temperatures. The installation of new cabling and UPS units are needed for backup power during power outages.

The main server room supports the Airport's security, DVSS, LAN, and backup systems. In addition, this is the Airport's only server room. A catastrophic event such as a fire or loss of power could significantly impact operations over a prolong period. The upgrades are necessary for the Airport to maintain the safety, security, and operation of the Airport.

10. Acquisition of Wildlife Mitigation – Bird Netting

Project Description: This project installs bird netting in Hangars #2 and #35 at the Airport. Permanent bird exclusion netting will be installed to prevent bird usage of overhead beams for roosting and nesting in the Air Cargo and Fire Station Hangars. This project installs approximately 27,500 square-feet of 2¾-inch netting in Hangar #2 (Air Cargo) and approximately 37,800 square-feet of 2¾-inch of mesh netting in Hangar #35 (Fire Station).

Project Justification: The Wildlife Mitigation Plan developed by the consulting firm AMEC in May 2014 recommended actions to reduce wildlife strike hazards on the Airport. One of those action items was the installation of exclusion netting to prevent bird usage of overhead beams for roosting and nesting in open hangars. Birds are major threat to safety at the Airport. During AMEC's development of the Airport's Wildlife Hazard Management Plan, there were 160 reported bird strikes in a one-year period. Those strikes caused aircraft damage and flight delays. Since the implementation of the Wildlife Mitigation Plan in 2014 there has been a total of 30 bird strikes.

Exclusion netting is a proven method to deter birds from nesting in large interior areas. Since the Hangar doors are typically open all day for both the Cargo operations and Fire Station; the exclusion netting will prevent birds from nesting in the hangars.

11. Replacement Airfield Sweeper

Project Description: This project funded the acquisition of a 2017 Isuzu Nitehawk Raptor Sweeper (Sweeper) at the Airport. The Sweeper is powered by a 215 hp, Isuzu 4HK1-TC, 5.2L turbo diesel engine. The new Sweeper also includes a five-cubic yard stainless steel hopper and inspection doors with adjustable left and right curb brooms, 17-foot LED beacon bar, LED bumper flashers, and rear tool box. All listed equipment is standard to this Sweeper model. The new Sweeper replaced the 2009 GMC Sweeper.

Project Justification: Prior to the acquisition of the new Sweeper, the previous 2009 GMC Sweeper was nearing the end of its useful life. According to FAA Order 5100.38D, *Airport Improvement Program Handbook* the useful life for equipment is 10 years. The cost to maintain the 2009 GMC Sweeper in the last fiscal year (2017) was roughly half of the original purchase price.

The new Sweeper is necessary to control FOD on the surface of the Aircraft Operations Area (AOA) and preserve the level of safety on the airfield. BUR handled approximately 134,000 annual operations in 2018. In accordance with FAA Order 5100.38D AIP Handbook Safety and Security Equipment Project Requirements, since annual traffic exceeds 40,000 aircraft operations, the Airport meets the eligibility

requirements for the purchase and operation of a pavement sweeper. A letter of support from the FAA Western-Pacific Region's Part 139 Inspector will be included in this Application.

12. Acquisition of Airfield Shoulder Safety Area Sweeper-Scrubber

Project Description: This project funded for the acquisition of a CS7000 Combination (Sweeper-Scrubber) for the Airport. The Sweeper-Scrubber includes a 48-inch pivoting scrub deck, breakaway squeegee, high-capacity 75-gallon tanks, rear wheel steer, and tilt-out recovery tanks.

Project Justification: This project increased safety with the acquisition of the Sweeper-Scrubber. This Sweeper-Scrubber is smaller than the standard airfield sweeper and designed to sweep the aircraft gate areas and around the airfield signs where the larger sweeper cannot operate. The Airport currently uses one pavement sweeper to maintain the removal of FOD from the aircraft movement surfaces.

The length and height of the larger Sweeper is unable to be used in or around the aircraft gates without the use additional third-party resources to move equipment to allow sweeping. This new sweeper is necessary to control FOD on the surface of the AOA and to preserve the level of safety on the airfield. BUR handled approximately 134,000 operations in 2018. Therefore, in accordance with FAA Order 5100.38D AIP Handbook Safety and Security Equipment Project Requirements, since annual traffic exceeds 40,000 aircraft operations, the Airport meets the eligibility requirements for the purchase and operation of a second sweeper. A letter of support from the FAA Western-Pacific Region's Part 139 Inspector will be included in this Application.

13. PFC Administrative Costs

Project Description: This project includes professional fees for services rendered from Burbank-Glendale-Pasadena Airport Authority (Authority) consultants, Ricondo and Associates, Inc. (Ricondo) in developing this PFC application. It does not include any costs for issuing and/or maintaining the required PFC records, nor performing the required audit of the PFC account.

Scope of the services provided include the following:

Services provided by Ricondo for this project included providing PFC strategy assistance; preparation for and participation in any required meetings with the FAA; development of the necessary documentation for the airline consultation meeting and public notice; participation in the airline consultation meeting; preparation of all documentation for the submittal of the PFC application; preparation of any follow up information required by the FAA; and preparation of the final notification to the airlines upon approval by the FAA.

Project Justification: Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative costs for this PFC application and future reporting, as well as the potential cost associated with the annual audit of the Authority's PFC Program, are also included in the total project cost. This project is eligible in accordance with 14 CFR 158.3 *PFC Administrative Support Cost*.

Funding Sources:

PROJECT PROPOSED FOR PFC 20-16-C-00-BUR

Pro No.	Project Title	PFC Revenue Requested		
		PFC Level	Pay-Go	Total PFC
1	Taxiway C and D West End and GA Ramp Rehabilitation	\$4.50	\$ 1,378,110	\$ 1,378,110
2	Taxiway A Rehabilitation	\$4.50	\$ 528,914	\$ 528,914
3	Acquisition of Airport Pavement Management System	\$4.50	\$ 58,230	\$ 58,230
4	Preparation of an Environmental Impact Statement	\$4.50	\$ 582,300	\$ 582,300
5	Replacement of Continuous Friction Measuring Equipment	\$4.50	\$ 49,625	\$ 49,625
6	Replacement of Emergency Generator	\$4.50	\$ 3,000,000	\$ 3,000,000
7	Replacement of Interactive Education Training System	\$4.50	\$ 150,000	\$ 150,000
8	Replacement of Digital Video Security System - Storage Area Network	\$4.50	\$ 800,000	\$ 800,000
9	Rehabilitation and Upgrade of Main Server Room	\$4.50	\$ 600,000	\$ 600,000
10	Acquisition of Wildlife Mitigation Bird Netting	\$4.50	\$ 97,500	\$ 97,500
11	Replacement of Airfield Sweeper	\$4.50	\$ 175,000	\$ 175,000
12	Acquisition of Airfield Shoulder Safety Area Sweeper Scrubber	\$4.50	\$ 90,000	\$ 90,000
13	PFC Administrative Costs	\$4.50	\$ 88,417	\$ 88,417
			\$ 7,598,096	\$ 7,598,096

SOURCE: Burbank-Glendale-Pasadena Airport, September 2019