



April 1, 2021

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 21-18-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 or the Airport) and to concurrently use PFC revenue at the Airport. 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. 21-18-C-00-BUR (PFC 21-18) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Friday, May 7, 2021.

**Authority Point of Contact:** Comments may be mailed to Ms. Kathy J. David, Deputy Executive Director, Finance and Administration, Burbank-Glendale-Pasadena Airport Authority, 2627 Hollywood Way, Burbank, CA 91505 or e-mailed at [KDavid@bur.org](mailto:KDavid@bur.org).

**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 the Airport.

**Charge Effective Date:** April 1, 2024 (which reflects the estimated charge expiration date for proposed PFC Application No. 21-17-C-00-BUR).

**Estimated Charge Expiration Date:** Collections for the two projects to be included in PFC 21-18 are estimated to be one month based on 1.7 percent annual growth rate in enplanements in FY 2021 and FY 2022, and a 3.0 percent annual growth rate in in enplanements in FY 2023 and FY 2024, and an 80 percent collection rate on enplaned passengers. Thus, the charge expiration date is estimated to be May 1, 2024 (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:** \$325,000

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

**1. Relocation of Precision Approach Path Indicator (PAPI) on Runway 8**

**Project Description:** This project funds for the design, construction, relocation, and installation of the Precision Approach Path Indicator (PAPI) on Runway 8 at BUR. The Runway 8 PAPI is located on the west end of Runway 8, east of Taxiway D8. This project relocates the PAPI approximately 300 feet west of its current location to the west of Taxiway D8.

This project reconfigures the easternmost portion of the existing drainage swale, installs four new PAPI pads, and regrade an area of approximately 2,400 square yards to allow space for the installation of the replacement PAPI. The existing PAPI will remain in place until the replacement becomes operational and navigation and approach plates are updated appropriately. Once the new PAPI has been commissioned the existing PAPI will be removed, and the area will be regraded to comply with airfield standards. Additionally, the new PAPI has already been procured and currently in storage at BUR. Once the existing PAPI is removed it will be stored and serve as a spare in the future.

**Project Justification:** This project preserves airfield safety for aircraft landing on Runway 8 at BUR. The existing PAPI serving Runway 8 is approximately 300 feet east of the Instrument Landing System (ILS) transmitter location. As such, the ILS glidepath and Visual Glide Slope Indicator (VGSI) for the runway are non-coincident, as noted in BUR's precision approach procedures, and results in a 12-foot difference in runway threshold crossing heights between ILS and PAPI of 60 feet and 72 feet, respectively.

As part of recently implemented Airline Safety Management Systems (SMS), newly collected data has indicated that aircraft using the PAPI in its current location results in longer landing distances relative to peer airports with similar runway lengths. Owing to the relatively short runways found at BUR (Runway 8 is 5,802 feet) and BUR's history of excursions in the past, the request of the Airlines to move the PAPI approximately 300 feet west will allow the angles of the ILS and VGSI to be coincident and alleviates the discrepancy the Airlines state they are currently experiencing by pilots landing on Runway 8 and will provide more runway distance for landing rollout.

**2. PFC Administrative Cost**

**Project Description:** This project provides for the preparation and implementation of an application to "Impose and Use" a PFC at BUR, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

**Project Justification:** Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.



**Funding Sources:**

Pro No.	Project Title	PFC Level	PFC Revenue Requested		Total Project Cost
			Pay-Go	Total PFC	
18.01	Relocation of Precision Approach Path Indicator (PAPI) Runway 8	\$4.50	300,000	300,000	300,000
18.02	PFC Administrative Costs	\$4.50	25,000	25,000	25,000
			\$325,000	<b>\$325,000</b>	<b>\$325,000</b>

SOURCE: Burbank-Glendale-Pasadena Airport Authority, March 2021