



April 1, 2021

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 21-17-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. 21-17-C-00-BUR (PFC 21-17) 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:** October 1, 2021 (which reflects the estimated charge expiration date for approved PFC Application No. 20-16-C-00-BUR).

**Estimated Charge Expiration Date:** Collections for the seven projects to be included in PFC 21-17 are estimated to be 30 months 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 April 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: \$8,195,323**

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

**1. Terminal B Security Checkpoint Upgrade and Expansion**

**Project Description:** This reimbursement project, which was completed in September 2019, prior to the COVID-19 Pandemic, expanded the Terminal B security checkpoint at the Airport. Prior to construction, the existing security checkpoint was comprised of two security lanes. This project expanded the checkpoint providing a third security lane and space for additional screening equipment (TSA funded). In addition to expanding throughput capacity, the third security lane allows for the ability to process TSA-Pre-check passengers, which prior to construction was not provided in Terminal B.

Expanding the security checkpoint, also required the removal and relocation of an airline ticket office and added an additional ticket counter. This project did not expand the footprint or modify the exterior of the terminal.

Since this project involved the expansion of a security checkpoint, a letter of support from TSA was required and received on August 14, 2019. Additionally, a terminal eligibility analysis was required and was determined that 77.1 percent of project cost were PFC eligible.

**Project Justification:** Since 2013, enplaned passenger activity has increased by 50 percent from 1.9 million to 2.9 million in 2019. Terminal B, which has five gates, supports 40 percent of the Airport's total enplanements. Prior to construction, the increase had created congestion at the Terminal B checkpoint, especially during peak periods. Adding the one additional security lane to primarily serve TSA Pre-Check passengers, has allowed TSA to process passengers more efficiently through the security checkpoint during peak periods and reduce processing times of passengers in the security checkpoint area of Terminal B and preserve capacity. Approximately 40 percent of Terminal B passengers hold Pre-Check status; this expansion has significantly reduced congestion during peak periods.

**2. Hollyona Parcel Acquisition**

**Project Description:** This reimbursement project included the acquisition of a 0.99-acre parcel of land which is located within the Runway Protection Zone (RPZ) of Runway 26 and located at the southeast corner of Hollywood Way and Winona Avenue.

The title of the parcel was once held by the Redevelopment Agency of the City of Burbank (the City), which has since dissolved with the City acquiring the title. The City is obligated by law to sell, dispose, or relinquish property acquired by the Redevelopment Agency.

This parcel represents the only portion of Public Parking Lot B not owned by the Burbank-Glendale-Pasadena-Airport Authority (the Authority). The acquisition also required minor modifications to convert it from its use as a parking lot and construction of a new security fence.

**Project Justification:** Per Advisory Circular (AC) 150/5300-13A (Change 1), paragraph 310 states that the function of the RPZ is to enhance the protection of people and property on the ground and that this is exercised through the acquisition of sufficient property interest within the RPZ. The purchase of the parcel

by the Authority is necessary to prevent any future development of the parcel that may place incompatible obstacles within the RPZ.

### **3. Airfield Lighting Vault Replacement**

**Project Description:** This project includes design, planning, and construction (including minor site improvements, pavement removal, replacement of utilities, grading, open trenching for new utility connections, and new fencing) of a new Airfield Lighting Vault (ALV) located on the west side of Hangar 34). The new proposed ALV is 2,542 square feet with anticipated construction of CMU and/or pre-engineered insulated metal roof. This new facility will be fitted with an entirely new electrical system and configured for three rooms with multiple double doors for efficient access. Only the existing constant current regulators (CCR) and the airfield lighting control system (ALCS) will be relocated from the existing electrical vault.

**Project Justification:** The existing ALV is an 829 square foot prefabricated structure, located on the west side of Hangar 34, and is more than 25 years old with various electrical, seismic, and leaking issues, in addition to size constraints. The ALV provides power for the whole airfield. Furthermore, the existing ALV provides power for the entire airfield. The small existing space makes access and maintainability of the CCRs difficult for maintenance personnel, especially during emergency repairs. Additionally, the Airport has reported power fluctuations because of the existing configuration of the electrical system. Per FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for this equipment and facility is 10 and 40 years, respectively. The age of the electrical equipment exceeds the minimum criterion, therefore justifying replacement. The age of the physical structure of the ALV does not exceed the minimum criterion for removal and will not be demolished but repurposed for another Airport use. Constructing a new facility would eliminate nearly \$765,000 in throw away costs to maintain and would provide the room for a new generator and UPS panel.

### **4. Public Safety Interagency Communication Interoperability System (ICIS) Equipment Replacement**

**Project Description:** This project funds for the procurement of UHF/VHF consolettes (not hand-held, portable radios) to support inter-agency and regional interoperability coordination.

**Project Justification:** The existing radio system is over 10 years old and has reached the end of its useful life and will need to be upgraded to maintain communication with local jurisdictions and the ICIS regional network. The radio equipment used by the Authority's Fire and Police departments will no longer be compatible with the local area's ICIS (which has upgraded its equipment). Maintaining communications with the local public safety agency is critical to safety at the Airport in the event of emergencies.

### **5. ARFF NoFoam Trailer Unit**

**Project Description:** This project purchased one NoFoam Trailer unit, a piece of equipment which will be used to perform regularly required flow rate inspections of ARFF vehicles' foam delivery systems at the Airport.

**Project Justification:** Dispensing a layer of foam around an active fire is a primary fire-fighting method utilized by firefighters. The National Fire Protection Association's Standard for Evaluating Aircraft Rescue

and Fire-Fighting Foam Equipment, NFPA 412, requires routine testing of ARFF vehicles' foam-dispensing systems. However, the traditional method for testing the foam involves dispensing the foam, and chemicals found in ARFF foams, per- and polyfluoroalkyl substances (PFAS), have been found to contaminate groundwater when dispensed. The purchase of the NoFoam trailer allows for the Authority to routinely test its ARFF vehicles in accordance with NFPA 412 without dispensing foam, preventing PFAS contamination at the Airport.

## 6. Terminal A Taxilane Rehabilitation

**Project Description:** This project funds for design, bidding, project management, and construction for the rehabilitation of the Airport's Terminal A Taxilane, a 2,000-foot by 180-foot taxilane with eight (8) inches of asphalt concrete over an 8-inch base and 12 inches of fill. The area of rehabilitation includes milling the entire length of Taxilane A (approximately 41,511 square yards) and replacing it with approximately 10,000 tons of bituminous surface course and installation of approximately 9,000 gallons of tack coat. The new pavements will be designed in accordance with FAA AC 150/5300-13A (Change 1), *Airport Design* regulations and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

**Project Justification:** Taxilane A provides direct access to the Terminal A ramp from Runway 8-26 serves as the linchpin in delivering BUR's air carrier capacity in the current configuration. Since the last Taxilane A rehabilitation project in 2011, enplanements and operations have increased by 32 percent and 24 percent, respectively. Additionally, the airport's evolving fleet mix has resulted in larger and heavier aircraft utilizing Taxilane A, increasing loading factors and reducing the useful life of the pavement resulting in alligator cracking, weathering, and longitudinal and transverse cracking. Taking precaution to prevent FOD in this environment is of note, given the heavily utilized Taxilane's location within the Runway Safety Area (RSA) for Runway 8-26. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the PCI of a pavement section must be less than 70 to justify rehabilitation. A pavement evaluation completed in May 2018 by RDM identified the PCI of Taxilane A to be 72. A predictive PCI assessment, which calculates the anticipated degradation of the pavement since the last report, indicates a likely PCI index of 67-68 in 2020, and 65 by June of 2022. The rehabilitation and continued use of this pavement area are integral to maintain uninterrupted air carrier operations and airport capacity until the replacement terminal is fully operational, and likely would remain in place for up to several years thereafter.

## 7. 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		AIP Funding		Authority Funding	Total Project Cost
			Pay-Go	Total PFC	AIP Funds	Grant No.		
1	Terminal B Security Checkpoint Upgrade and Expansion	\$4.50	561,045	561,045	0		166,592	727,637
2	Hollyona Parcel Acquisition	\$4.50	457,470	457,470	2,417,700	063-2017	0	2,875,170
3	Airfield Lighting Vault Replacement	\$4.50	5,497,615	5,497,615	0		0	5,497,615
4	Public Safety Interagency Communication Interoperability System (ICIS) Equipment Replacement	\$4.50	69,805	69,805	0		589,347	659,152
5	ARFF NoFoam Trailer Unit	\$4.50	39,388	39,388	0		0	39,388
6	Terminal A Taxi Lane Rehabilitation	\$4.50	1,500,000	1,500,000	0		0	1,500,000
7	PFC Administrative Costs	\$4.50	70,000	70,000	0		0	70,000
<b>Totals</b>			\$8,195,323	\$8,195,323	\$2,417,700		\$755,939	\$11,368,962

SOURCE: Burbank-Glendale-Pasadena Airport Authority, March 2020