



April 24, 2017

Burbank-Glendale-Pasadena Airport Authority

Bob Hope Airport (commonly known as Hollywood Burbank Airport)

Proposed Application to the Federal Aviation Administration to Impose a Passenger Facility Charge (PFC) and use PFC Revenues for projects 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 of Intent to impose and use a passenger facility charge (PFC) at Bob Hope Airport (the Airport or BUR); and has issued this public notice as part of the PFC application process as per Title 14 Code of Regulations (CFR) Part 158.24 *Notice and Opportunity for Public Comment*. In 2016, the Authority embarked on a rebranding program and the Airport is now commonly identified as the Hollywood-Burbank Airport.

DATES: Comments must be received on or before **Monday, May 29, 2017**.

ADDRESS: Comments may be mailed to Ms. Kathy J. David, Deputy Executive Director, Finance, and Administration, Hollywood-Burbank Airport, 2627 Hollywood Way, Burbank, CA 91505

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

Project Descriptions

A. Rehabilitation of Runway 8-26

Project Description: This project will rehabilitate Runway 8-26. Runway 8-26 is the ILS runway primarily used for arrivals the Airport. The runway is 5,802-feet long by 150-feet wide and primarily comprised of bituminous asphalt concrete (AC) pavement with the exception of 500-feet at the Runway 8 end, which is portland cement concrete (PCC). The rehabilitation limits for Runway 8-26 will also extend approximately 70 feet beyond runway end 26 to

include the lead in area to the Engineered Material Arresting System (EMAS) located at the end of Runway 8-26.

The existing pavements for Runway 8-26 are approximately 10-years old and showing signs of fatigue cracking due to structural deficiencies and repeated traffic loading. The rehabilitation of the AC will include the mill and overlay of the full length of the runway.

Project Need/Justification: The rehabilitation of Runway 8-26 will preserve and enhance safety to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for runway rehabilitation is 10 years. Runway 8-26 was last rehabilitated in 2006. A pavement evaluation completed in January 2016, by RS&H/CDM indicated that distresses on Runway 8-26 are consistent with loading issues due to the presence of various degrees of surface cracking. Runway 8-26 had an overall Pavement Condition Index (PCI) rating of 65 or "Poor" to "Satisfactory". The AC keel section of the runway also had a PCI of 65, below the critical PCI value. It is recommended that the airfield pavement PCI should be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations.

B. Rehabilitation (Replacement) of Runway 8-26 EMAS

Project Description: This project will fund for the design and construction of the rehabilitation (replacement) of the Runway 8-26 EMAS. EMAS arrestor beds are composed of lightweight, crushable cement material designed to stop aircraft that overshoot runways.

The existing EMAS system installed in 2002 on Runway end 26 is located 70-feet beyond the end of the runway and is approximately 26,000 square-feet. This project will remove the EMAS blocks in order to mill and overlay with a new AC layer to support the new EMAS blocks. The new EMAS blocks will be "third generation" EMAS blocks that are more durable to weathering.

Project Need/Justification: The rehabilitation (replacement) of Runway 8-26 EMAS will preserve and enhance safety by replacing the existing EMAS bed with the latest EMAS arresting system technology to prevent aircraft from overrunning the runway. The existing EMAS is now over 14 years old and exceeded its useful life.

C. Rehabilitation of Runway 15-33, Taxiway A, & Taxiway D

Project Description: This project will rehabilitate Runway 15-33, a section of Taxiway Alpha (A) between Runway 8-26 and Taxiway Delta (D), and a section of Taxiway D that intersects with Runway 15-33. Runway 15-33 is the primary runway for departures at the Airport. The runway is 6,886-feet long by 150-feet wide and primarily comprised of AC pavement with the

exception of 500-feet at the Runway 15 end and 600-feet at the Runway 33 end, which is PCC. This project will also rehabilitate a section of Taxiway A between Runway 8-26 and Taxiway D. The rehabilitation section area for Taxiway A is approximately 50,000 square-feet. The section of Taxiway D that intersects with Runway 15-33 has a rehabilitation section area of 118,250 square-feet. Both of the rehabilitation taxiway areas were constructed with AC.

The existing pavements for Runway 15-33, Taxiway A, and Taxiway D are approximately 10-years old and displaying signs of various surface cracking due to structural deficiencies and repeated traffic loading. The rehabilitation of the AC will include the mill and overlay of the full length of the runway and sections of associated taxiways.

Project Need/Justification: The rehabilitation of Runway 15-33, Taxiway A, and Taxiway D will preserve and enhance safety and ensure safe reliable aircraft operations at the Airport. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for runway rehabilitation is 10 years. Runway 15-33 was last rehabilitated in 2006. A pavement evaluation completed in January 2016, by RS&H/CDM indicated that distresses on Runway 15-33, Taxiway A, and Taxiway D are consistent with loading issues due to the presence of various degrees of surface cracking. Runway 15-33 and Taxiways A and D all had PCI ratings of 70 or below. It is recommended that the airfield pavement PCI should be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations

D. Rehabilitation of Taxiway B and Shoulders

Project Description: This project will rehabilitate Taxiway Bravo (B) and shoulders from Taxiway D north to Runway end 15. The rehabilitation will also include Taxiways BB, B1, B2, and B3. Taxiway B is approximately 4,500-feet long, 50-feet wide, with 25-foot shoulders.

The existing pavements for Taxiway B and associated taxiways are more than 20 years old and have reached the end of useful life. The rehabilitation of the AC will include the mill and overlay of the full length of the taxiway and associated taxiways.

Project Need/Justification: The rehabilitation of Taxiway B and associated taxiways will preserve and enhance safety, and ensure safe reliable aircraft operations at the Airport. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for taxiway rehabilitation is 10 years. Taxiway B has been in operational service for over 20 years, with the last rehabilitation project completed in 1994. A pavement evaluation completed in January 2016, by RS&H/CDM indicated that the distresses of Taxiway B were consistent with loading issues due to the presence of various degrees of surface cracking. Taxiway B had an overall rating of 70 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations.

E. PFC Administrative Costs

Project Description: This project will provide for the preparation of an application to impose and use a PFC at the Airport and will submit the application to the FAA. Staff and consultants will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required airline consultation notice; ensure that all procedural requirements are met for the airline 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 airline notice of FAA approval.

Project Need/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*.

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. 15-13-C-00-BUR).
- **Estimated charge expiration date:** May 1, 2022 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).
- **Estimated Total PFC Impose Revenue:** \$6,105,679 based on 1.0 percent annual growth in enplanements beginning in 2016 and a 90 percent collection rate on enplaned passengers.
- **Estimated total PFC revenue under this application.** Approximately \$6,105,679 in PFC project costs on a PAY/GO basis.

Rehabilitation of Runway 8-26	\$2,251,560
Rehabilitation (Replacement) of Runway 8-26 EMAS	\$659,940
Rehabilitation Runway 15-33, Taxiway A, & Taxiway D	\$2,329,200
Rehabilitation of Taxiway B and Shoulders	\$816,679
PFC Administrative Costs	\$48,300