



August 30, 2022

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 23-20-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 Passenger Facility Charge (PFC) Application to impose 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. 23-20-C-00-BUR (PFC 23-20) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Friday, September 30, 2022.

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.

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

The Authority will seek authority from the FAA to impose/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: May 1, 2022 (which reflects the estimated charge expiration date for approved PFC Application No. 21-19-C-00-BUR).

Estimated Charge Expiration Date: Collections for the 12 projects to be included in PFC 23-20 are estimated to be six (6) months based on a 3.0 percent annual growth rate in enplanements in FY 2023 and an 80 percent collection rate on enplaned passengers. Thus, the charge expiration date is estimated to be November 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 and Use Revenue: \$3,785,098

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

20.01 Taxiway C and Shoulder Rehabilitation

Project Description: This project funds the design, bidding, project management, and rehabilitation of approximately 1,700 linear feet of Taxiway C and Shoulders between Taxiway C-8 and Runway 15-33 at Bob Hope Airport (Airport or BUR) commonly referred to as Hollywood Burbank Airport. The new

pavement sections will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Taxiway C provides access to both Runways 8-26 and 15-33 and provides access to all airfield hangars and facilities south of Runway 8-26. These sections of Taxiway C were last rehabilitated in 2008 and have exceeded their minimum useful life based on FAA Order 5100.38D, Change 1 *Airport Improvement Program Handbook* (AIP Handbook). A pavement evaluation completed in 2018 identified the Pavement Condition Index (PCI) rating for Taxiway C and Taxiway C shoulders as 56 and 70, respectively and considered in fair to poor condition.

20.02 Hangar 2 Ramp Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Hangar 2 Rehabilitation project. The Hangar 2 Ramp is located south of Taxiway C between Taxiway C7 and C8. This project will rehabilitate 23,560 square feet of the Hangar 2 Ramp.

Project Justification: Hangar 2 ramp, which is common use and leased, supports GA aircraft parking. The Hangar 2 Ramp was last rehabilitated in 1998 and has exceeded its minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2018 identified this pavement section with a PCI of 22 which is considered in serious to poor condition.

20.03 Runway 15-33 East Shoulder Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the rehabilitation of the east shoulder for Runway 15-33. This project rehabilitates approximately 4,000 linear feet of shoulder pavement on the east side of Runway 15-33 from Taxiway A-1 to Taxiway D. The new shoulder pavement will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Runway 15-33 is the primary departure runway at BUR. The sections of Runway 15-33 east shoulders, for this project, were last rehabilitated in 2011, and have exceeded their useful life based on the AIP Handbook. A pavement evaluation completed in 2018 identified these pavement sections with an average PCI of 68 which is considered in fair condition.

20.04 Taxiway A-3 Connector Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Taxiway A-3 Connector Rehabilitation project. This project rehabilitates Taxiway A-3 connector which is 280 feet long and 65 feet wide. The Taxiway A-3 Connector pavement rehabilitation project will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Taxiway A, and supporting connector taxiways, play a vital role in the operation of the Airport by providing access to Runway 15-33, the primary departure runway at BUR. Taxiway A-3 Connector was last rehabilitated in 2008 and has exceeded its minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2018 identified the PCI rating for Taxiway A-3 Connector as 44, which is considered in poor condition.

20.05 Runway 15 Blast Pad and Adjacent Area Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Runway 15 Blast Pad and Adjacent Area Rehabilitation project. This project will rehabilitate approximately 95,000 square feet of Runway 15 Blast Pad area located north of Runway 15 end. The rehabilitated pavement area will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Runway 15 is the primary departure runway for aircraft at BUR. The Runway 15 Blast Pad and adjacent areas were last rehabilitated in 2012 and will exceed their minimum useful life according to the AIP Handbook by the time of construction. A pavement evaluation completed in 2018 identified the PCI rating for the Runway 15 blast pad area as 62 which is considered in poor to fair condition.

20.06 Runway 8-26 Shoulder Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Runway 8-26 Shoulder Rehabilitation project. This project rehabilitates approximately 3,000 linear feet of Runway 8-26 shoulders located on the south side of Runway 8-26 between Taxiways C-8 and C-6 and along the northside between Taxiways A and D-2. The new shoulder pavements will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Runway 8-26 is the primary arrivals runway for BUR. The sections of Runway 8-26 shoulders, identified for this project, were last rehabilitated in 2008 and have exceeded their minimum useful life according to the AIP Handbook. A pavement evaluation completed in 2022 identified the PCI rating for Runway 8-26 shoulders between Taxiways C-8 and C-6 with an average PCI of 68 and the area between Taxiways A and D-2 with a rating of 50 which are considered as fair to poor condition.

20.07 Runway 15-33 West Shoulder Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Runway 15-33 West Shoulder Rehabilitation project. This project rehabilitates approximately 2,200 linear feet of shoulder area on the west side of Runway 15-33 located between Taxiways B-2 and B-3. The new shoulder pavements will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Runway 15-33 is the primary departure runway at BUR. The sections of Runway 15-33 west shoulders were last rehabilitated in 2008 and 2011 and have exceeded their minimum useful life according to the AIP Handbook. A pavement evaluation completed in 2022 identified the PCI rating for these sections of shoulder as 66, 65, and 62 which is considered in fair condition.

20.08 ARFF Truck Replacement

Project Description: This project funds the procurement of a new ARFF vehicle to replace ARFF Truck #2.

Project Justification: The replacement of ARFF Truck #2 is necessary to maintain BUR's ARFF Index C capabilities in accordance with 14 CFR Part 139.317 guidelines.

20.09 Wildlife Hazard Assessment/Management Plan

Project Description: This project funds a Wildlife Hazard Assessment (WHA) to determine measures to mitigate bird-strike risks to aircraft at the Airport. The FAA will review the results of the WHA study to determine if the Authority must develop and implement a Wildlife Hazard Management Plan ("WHMP") designed to mitigate wildlife hazards to aviation on or near the Airport. The need for the WHMP cannot be determined until after the WHA study has been completed.

Project Justification: Pursuant to 14 CFR Part 139.337, a WHA requires the holder of an Airport Operating Certificate to conduct a WHA study when specific wildlife-related events occur on or near an airport that could potentially jeopardize the safety of aircraft operations.

20.10 Part 150 Update – Noise Exposure Map and Noise Compatibility Plan

Project Description: This project funds a 14 CFR Part 150 *Noise Compatibility Study* (Part 150 Study). A Part 150 Study is a voluntary study prepared by an airport sponsor to define the five-year vision of compatibility between an airport and the surrounding community to reduce the impact of aviation noise on people living near an airport.

Project Justification: The Authority wishes to conduct a Part 150 Study to update the prior NEM, related forecasts, and NCP, which are now over 5 years old. Further, a Southern San Fernando Valley Airplane Noise Task Force (Noise Task Force) was convened during the period of 2019-2020 regarding noise related to BUR and Van Nuys Airports. The Noise Task Force conducted seven public hearings and developed/approved 16 recommendations. Two of the recommendations related to BUR would be addressed by conducting an updated Part 150 study. Based on the recommendations by the Noise Task Force, recent and likely durable post-pandemic changes in aircraft operations, aircraft fleet and stage length mix, and local community concerns, the Authority seeks to conduct a new Part 150 Study.

20.11 Taxiway B Shoulder Rehabilitation

Project Description: This project funds the design, bidding, project management, and construction of the Taxiway B Shoulder project. This project rehabilitates approximately 1,500 linear feet of shoulders on Taxiway B located on the east side of Taxiway B from Taxiway B-2 to Taxiway B-3. The new shoulder pavements will be designed and constructed in accordance with FAA AC 150/5300-13B, *Airport Design* guidance and all affected areas will be restriped according to AC 150/5340-1M, *Standards for Airport Markings* guidance.

Project Justification: Taxiway B provides access to both Runways 8-26 and 4-22 and provides access to all of the airfield hangars and facilities west of Runway 15-33. This section of Taxiway B shoulders was last rehabilitated in 2016. A pavement evaluation completed in 2018 identified the PCI rating for this section of shoulder at 50 which is considered in poor condition.

20.12 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 Part 158.3, PFC Administrative Support Costs.

Funding Sources for PFC 23-20

Pro No.	Project Title	PFC Level	PFC Revenue Requested		Ant. AIP Funding	Airport Fund	Total Total Project Cost	Project Duration	
			Pay-Go	Total PFC				Start Date	End Date
20.01	Taxiway C and Shoulder Rehabilitation	\$4.50	\$836,320	\$836,320	\$2,902,852	\$0	\$3,739,172	10/1/2021	12/1/2022
20.02	Hangar 2 Ramp Rehabilitation	\$4.50	\$101,757	\$101,757	\$0	\$50,895	\$152,652	5/1/2023	11/1/2023
20.03	Runway 15-33 East Shoulder Rehabilitation	\$4.50	\$729,766	\$729,766	\$0	\$0	\$729,766	5/1/2023	11/1/2023
20.04	Taxiway A-3 Connector Rehabilitation	\$4.50	\$100,000	\$100,000	\$0	\$0	\$100,000	5/1/2023	11/1/2023
20.05	Runway 15 Blast Pad and Adjacent Area Rehabilitation	\$4.50	\$665,307	\$665,307	\$0	\$0	\$665,307	5/1/2024	11/1/2024
20.06	Runway 8-26 Shoulders Rehabilitation	\$4.50	\$326,019	\$326,019	\$0	\$0	\$326,019	5/1/2024	11/1/2024
20.07	Runway 15-33 West Shoulder Rehabilitation	\$4.50	\$366,458	\$366,458	\$0	\$0	\$366,458	5/1/2024	11/1/2024
20.08	ARFF Truck Replacement	\$4.50	\$186,336	\$186,336	\$653,664	\$60,000	\$900,000	1/1/2022	12/1/2022
20.09	Wildlife Hazard Assessment/Management Plan	\$4.50	\$37,850	\$37,850	\$157,150	\$0	\$195,000	1/1/2023	12/1/2023
20.10	Part 150 Update -NEM and NCP	\$4.50	\$194,100	\$194,100	\$1,208,850	\$0	\$1,402,950	7/1/2022	12/1/2024
20.11	Taxiway B Shoulder Rehabilitation	\$4.50	\$171,185	\$171,185	\$0	\$0	\$171,185	5/1/2024	11/1/2024
20.12	PFC Administrative Costs	\$4.50	\$70,000	\$70,000	\$0	\$0	\$70,000	1/1/2022	12/1/2023
Total			\$3,785,098	\$3,785,098	\$4,922,516	\$110,895	\$8,818,509		