



May 1, 2025

CALL AND NOTICE OF A REGULAR MEETING OF THE
OPERATIONS AND DEVELOPMENT COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Operations and Development Committee will be held on Monday, May 5, 2025, at 8:30 a.m., in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

In addition to attending the meeting in person, members of the public may observe the meeting telephonically and may offer comment in real time through the following number:

Dial In: (818) 862-3332

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING
OF THE
OPERATIONS AND DEVELOPMENT COMMITTEE
Airport Skyroom
Monday, May 5, 2025
8:30 a.m.

The public comment period is the opportunity for members of the public to address the Committee on agenda items and on airport-related non-agenda matters that are within the Committee's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached

Members of the public are requested to observe the following decorum when attending or participating in meetings of the Committee:

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Committee during the public comment period, fill out a speaker request card and present it to the Board Secretary.*
- *Confine remarks to agenda items or to airport-related non-agenda matters that are within the Committee's subject matter jurisdiction.*
- *Limit comments to three minutes or to such other period of time as may be specified by the presiding officer.*



The following activities are prohibited:

- *Allocation of speaker time to another person.*
- *Video presentations requiring use of Authority equipment.*



Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Committee less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.



In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

A G E N D A

Monday, May 5, 2025

1. Roll Call
2. Approval of Agenda
3. Public Comment
4. Approval of Minutes

- a. April 21, 2025

[See page 1]

5. Items for Approval

- a. Amendment No. 1 to Azrial Ltd. Professional Services Agreement

[See page 3]

Staff seeks a recommendation from the Operations and Development Committee to the Commission that it approve Amendment No. 1 ("Amendment"), copy attached, to exercise the first of two one-year extension options for the Professional Services Agreement ("Agreement") with Azrial Ltd. for continued AutoCAD, Geographic Information Systems, graphic display, and airport planning services.

The proposed Amendment is on a time-and-materials basis at an hourly rate of \$139.00 per hour, not to exceed 1,000 hours for a one-year extension period. An allowance of \$5,000 for miscellaneous out-of-pocket expenses, such as paper, ink, and reproduction costs, is included in the Agreement.

- b. Approval of Surplus Property Transfer Agreement
San Bernardino International Airport

[See page 7]

Staff seeks a recommendation from the Operations and Development Committee to the Commission to approve a proposed Surplus Property Transfer Agreement to donate certain property to the San Bernardino International Airport Authority.

6. Items for Discussion

- a. Commissioning a Book Publication
History of Hollywood Burbank Airport

[See page 14]

Staff seeks direction from the Operations and Development Committee to the Commission on the suggestion by Commissioner Ovrom to commission a book publication on the history of Hollywood Burbank Airport.

7. Items for Information

- a. Committee Pending Items

[See page 20]

8. Adjournment

**MINUTES OF THE REGULAR MEETING OF THE
OPERATIONS AND DEVELOPMENT COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, APRIL 21, 2025

A regular meeting of the Operations and Development Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:31 a.m., by Commissioner Hampton.

1. ROLL CALL

Present:	Commissioners Hampton and Talamantes
Absent:	Commissioner Asatryan
Also Present:	Staff: John Hatanaka, Executive Director; Vince Hollands, Manager, Maintenance; Patrick Lammerding, Deputy Executive Director, Operations

2. Approval of Agenda

Motion	Commissioner Talamantes moved approval of the agenda; seconded by Commissioner Hampton.
Motion Approved	The agenda was approved (2-0, 1 absent).

3. Public Comment

There were no public comments.

4. Approval of Minutes

a. April 7, 2025

The agenda packet included a draft copy of the April 7, 2025, Committee meeting minutes for review and approval.

Motion	Commissioner Talamantes moved approval of the minutes; seconded by Commissioner Hampton.
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Motion Approved	There being no objection, the motion was approved (2-0, 1 absent).
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5. Items for Approval

a. Award of Construction Contract Repair of Taxilane A Pavement

Staff sought an Operations and Development Committee ("Committee") recommendation to the Commission to award a construction contract in the amount of \$90,573 to Griffith Company for the proposed pavement repair work on Taxilane A, which is located north of the Terminal A aircraft ramp.

Due to potential foreign object debris from the deteriorating pavement, subject to the Committee's recommendation, this item was also placed on the Commission's agenda for consideration at its meeting immediately following the Committee's meeting.

Motion

Commissioner Hampton moved approval of the motion; seconded by Commissioner Talamantes.

Motion Approved

There being no objection, the motion was approved (2-0, 1 absent).

6. Items for Information

a. Advanced Air Mobility Update

Staff briefed the Committee on recently updated rules from the Federal Aviation Administration pertaining to the emerging powered-lift aircraft category and preparations being made at the Airport for the operation of these aircraft.

b. Committee Pending Items

Staff informed the Committee on future pending items that will come to the Committee for review.

7. Adjournment

There being no further business to discuss, the meeting was adjourned at 8:59 a.m.

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
OPERATIONS AND DEVELOPMENT COMMITTEE
MAY 5, 2025**

**AMENDMENT NO. 1 TO
AZRIAL LTD. PROFESSIONAL SERVICES AGREEMENT**

Presented by Stephanie Gunawan-Piraner
Deputy Executive Director, Planning and Development.

SUMMARY

Staff seeks a recommendation from the Operations and Development Committee ("Committee") to the Commission that it approve Amendment No. 1 ("Amendment"), copy attached, to exercise the first of two one-year extension options for the Professional Services Agreement ("Agreement") with Azrial Ltd. ("Azrial") for continued AutoCAD, Geographic Information Systems (GIS), graphic display, and airport planning services.

The proposed Amendment is on a time-and-materials basis at an hourly rate of \$139.00 per hour, not to exceed 1,000 hours for a one-year extension period. An allowance of \$5,000 for miscellaneous out-of-pocket expenses, such as paper, ink, and reproduction costs, is included in the Agreement.

BACKGROUND

On May 16, 2022, the Commission unanimously approved entry into an Agreement with Azrial. The Agreement (copy attached) is for services performed on a time and materials basis, at a first-year hourly rate of \$125.00 per hour, not to exceed 1,400 hours annually, for a three-year period with two one-year options. The three-year base period expires May 15, 2025.

The Agreement allows Azrial to adjust the hourly rate on each anniversary date based upon the applicable CPI. Accordingly, the hourly rate increased to \$130.00 in 2023, and \$134.00 in 2024. If the one-year extension option is exercised, the hourly rate will increase to \$139.00.

Staff has utilized the services of Azrial to provide computer aided drafting, GIS, and related engineering services for the generation of technical exhibits for conceptual planning and for construction to the Airport. The services are performed on a time and materials basis. Azrial was responsible for the creation of the current AutoCAD and GIS digital drawing library that encompasses several thousand drawings and layer files. Azrial's principal, Mr. Dan Lichtner, has extensive knowledge of airport engineering and development of the Airport facility, and has been a valuable technical resource for Airport Staff. For the past year, Mr. Lichtner has also been facilitating knowledge transfer to junior Airport Staff to ensure long-term continuity.

FUNDING

Most of the annual effort expended by Azrial is charged directly to individual capital improvement projects. The adopted FY 2025 Budget contains appropriations for these support services that are not part of a capital project. Appropriations for FY 2026 will be included in future budget requests.

STAFF RECOMMENDATION

Staff requests that the Committee recommend to the Commission approval of the Amendment to exercise the first of two one-year extension options to the Agreement between the Authority and Azrial.

**AMENDMENT NO. 1 TO
PROFESSIONAL SERVICES AGREEMENT**
(Burbank-Glendale-Pasadena Airport Authority / Azrial Ltd.)

This Amendment No. 1 (“First Amendment”) to the May 16, 2022 Professional Services Agreement (“Agreement”) executed by the Burbank-Glendale-Pasadena Airport Authority (“Authority”), a California joint powers agency, and Azrial Ltd. (“Consultant”), a California corporation, is dated May 19, 2025 for reference purposes.

R E C I T A L S

A. The parties executed the Agreement to provide for the Authority’s retention of Consultant as an independent contractor to perform the following professional services: computer-aided drafting, graphics service, and other related architectural and engineering services.

B. The parties desire to amend the Agreement to reflect: (i) the Authority’s exercise of the first extension option; (2) a CPI adjustment to the fee schedule; and (3) a reduction in the hours cap.

NOW, THEREFORE, the parties agree as follows:

1. Amendment of Section 3. Paragraphs A and B of Section 3 (Term) of the Agreement are amended to read as follows:

“A. This Agreement shall commence on May 16, 2022 and shall expire on May 15, 2026 unless extended by the Authority pursuant to paragraph (B) below or terminated by either party pursuant to paragraph (C) below.

B. The Authority shall have one option by which it may extend the term of this Agreement by one year in its sole discretion. To exercise the extension option, the Authority shall give written notice to Consultant on or before May 5, 2026.”

2. Amendment of Exhibit B. The first sentence of the second paragraph of Exhibit B of the Agreement is amended to read as follows:

“Effective May 17, 2025, Consultant shall be compensated at a rate of \$139.00 per hour not to exceed 1,000 hours per year.”

3. Counterparts. This First Amendment may be executed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same document.

4. Preservation of Agreement. Except as expressly modified by this First Amendment, all of the provisions of the Agreement shall remain unaltered and in full force and effect. In the event of a conflict between the provisions of this First Amendment and the provisions of the Agreement, the provisions of this First Amendment shall control.

[SIGNATURES ON FOLLOWING PAGE]

TO EXECUTE THIS FIRST AMENDMENT, the parties have caused their duly authorized representatives to sign below.

Azrial Ltd.

By: *Dan Lichtner*

Print Name: *Dan Lichtner*

☐ Chairperson ☒ President ☐ Vice President

By: _____

Print Name: _____

☐ Secretary ☐ Asst. Secretary
☐ Chief Finance Officer ☐ Asst. Treasurer

[Pursuant to California Corporations Code Section 313, both signature lines must be executed unless the signatory holds at least one of the offices designated on each line.]

Burbank-Glendale-Pasadena Airport Authority

Ara Najarian, President

Approved as to form:

Richards, Watson & Gershon
A Professional Corporation

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
OPERATIONS AND DEVELOPMENT COMMITTEE
MAY 5, 2025**

**APPROVAL OF SURPLUS PROPERTY TRANSFER AGREEMENT
SAN BERNARDINO INTERNATIONAL AIRPORT**

**Presented by Chief Lewis Pianka
Airport Fire Chief**

SUMMARY

Staff seeks a recommendation from the Operations and Development Committee ("Committee") to the Commission to approve a proposed Surplus Property Transfer Agreement ("Agreement"), copy attached, to donate certain property to the San Bernardino International Airport Authority ("SBIAA").

BACKGROUND

Due to changes in applicable laws, the Authority is transitioning from the Aqueous Film-Forming Foam ("AFFF") agent to Fluorine-Free Foam ("F3") for Aircraft Rescue and Firefighting ("ARFF") fire suppression applications at the Airport. The target transition completion date is July 1, 2025.

During discussions with SBIAA regarding the transition to F3, the Airport Fire Department ("AFD") was made aware of SBIAA's need for an ARFF vehicle. Additionally, because its transition to F3 is delayed, SBIAA is also in need of AFFF. However, AFFF can no longer be purchased in California.

The AFD currently has an inventory of 935 gallons of surplus AFFF and a 2007 Rosenbauer Panther 1500 ARFF apparatus that was decommissioned with the arrival of a replacement ARFF vehicle late last year. The AFFF is required to be disposed of through an approved remediation method and the surplus ARFF vehicle must be disposed of pursuant to Federal Aviation Administration ("FAA") guidelines.

Normally, a decommissioned ARFF vehicle acquired with an Airport Improvement Program grant must be auctioned and the sale proceeds must be remitted to the FAA. Due to the low market value of the Authority's decommissioned ARFF vehicle, Staff sought FAA approval for a donation instead.

In response to Staff's request, the FAA issued a letter of concurrence, copy attached. The letter approves the donation of the decommissioned ARFF vehicle to an airport sponsor that is both eligible and justified in receiving such equipment.

SURPLUS PROPERTY

Subject to Commission approval, the proposed Agreement provides for the Authority's transfer of the following surplus property to SBIAA:

1. A 2007 Rosenbauer Panther 1500, including 200 gallons of AFFF on board the vehicle, on/after May 6, 2025;
2. 735 gallons of AFFF, subject to the Authority's completion of the F3 transition, by July 1, 2025

A transfer of ownership of the surplus property will occur with SBIAA taking possession at the Airport. The vehicle and inventory of AFFF that are to be conveyed to SBIAA are "as is" with no warranty.

SBIAA is responsible for and shall make and pay for all necessary arrangements for the transportation of the surplus property to San Bernardino International Airport. The arrangements shall include the payment of all taxes, fees or charges and the procurement of all necessary insurance, licenses and permits. Additionally, SBIAA must provide a defense and indemnity in connection with its ownership and use of the surplus property.

RECOMMENDATION

Staff seeks the Committee's recommendation to the Commission to approve the proposed Agreement with SBIAA for donation of the surplus property identified above and to authorize the President to execute the same.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

FAA LAX ADO
777 South Aviation Blvd., Suite 150
El Segundo, CA 90245

April 23, 2025

Mr. John Hatanaka
Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, California 91505

Dear Mr. Hatanaka:

**2007 Rosenbauer ARFF Vehicle Disposal
Hollywood Burbank Airport
Burbank, CA**

With the 2007 Rosenbauer ARFF vehicle meeting its useful life, the ADO concurs with the donation of the vehicle.

Airport Improvement Program Handbook: FAA Order 5100.38D (February 26, 2019), Section 5-67, Disposal of AIP Funded Equipment section (d) states:

“If the equipment is donated to another sponsor and the equipment is both eligible and justified at the receiving airport, the grant obligation for the equipment are transferred to the other sponsor. No reimbursement to the FAA is required”.

Sincerely,

SABA KHAN
Digitally signed by SABA
KHAN
Date: 2025.04.23 14:04:06
-07'00'

Saba Khan
(Acting)Assistant Manager
Los Angeles Airports District Office

SURPLUS PROPERTY TRANSFER AGREEMENT

(Burbank-Glendale-Pasadena Airport Authority /
San Bernardino International Airport Authority)

THIS SURPLUS PROPERTY TRANSFER AGREEMENT ("Agreement") is dated [_____] for reference purposes and is executed by the Burbank-Glendale-Pasadena Airport Authority ("BGPAA"), a California joint powers agency, and the San Bernardino International Airport Authority ("SBIAA"), a California joint powers authority.

RECITALS

- A. BGPAA is transitioning from using Aqueous Film-Forming Foam ("AFFF") to exclusively using Fluorine-Free Foam ("F3") for Aircraft Rescue and Firefighting ("ARFF") fire suppression applications at Bob Hope Airport.
- B. BGPAA's transition from AFFF to F3 is required due to increased environmental and health concerns regarding the long-term effects from pre and polyfluoroalkyl substances found in AFFF formulations.
- C. BGPAA owns 935 gallons of surplus AFFF ("AFFF Supply") and a surplus ARFF vehicle described in the attached Exhibit A ("ARFF Vehicle").
- D. To maintain its ARFF operations at San Bernardino International Airport during a delay in its transition to the F3 suppression agent, SBIAA seeks to obtain BGPAA's AFFF Supply and ARFF Vehicle (collectively, the "Surplus Property").

NOW, THEREFORE, the parties agree as follows:

1. Property Transfer.

A. BGPAA shall donate the Surplus Property to SBIAA, free of charge, in two separate transfers as follows:

- i. The ARFF Vehicle and 335 gallons of the AFFF Supply, including 200 gallons of AFFF on-board the ARFF Vehicle, shall be transferred to SBIAA on [_____].
- ii. 600 gallons of the AFFF Supply shall be transferred to SBIAA on [_____].

B. Transfer of ownership of the Surplus Property shall occur upon SBIAA taking possession at Bob Hope Airport.

2. No Warranty. The Surplus Property shall be conveyed to SBIAA with no warranty, express or implied. BGPAA expressly disclaims any warranties of fitness for purpose and merchantability. BGPAA makes no representation that the Surplus Property can be used in any capacity. SBIAA shall accept the Surplus Property in "AS IS" condition. SBIAA releases BGPAA

from any and all claims of defect of the Surplus Property. SBIAA expressly waives any and all rights under Civil Code Section 1542 (“Section 1542”), or any other federal or state statutory rights or rules, or principles of common law or equity, or those of any jurisdiction, government, or political subdivision, similar to Section 1542 (“Similar Provision”). SBIAA may not invoke the benefits of Section 1542 or any Similar Provision in order to prosecute or assert in any manner any claims released. Section 1542 provides as follows:

“A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.”

3. Transportation. SBIAA shall make and pay for all necessary arrangements for the transportation of the Surplus Property from Bob Hope Airport to San Bernardino International Airport. The arrangements shall include the payment of all taxes, fees or charges and the procurement of all necessary insurance, licenses and permits.

4. Indemnification. To the fullest extent permitted by law, SBIAA shall indemnify, defend and hold harmless BGPAA, TBI Airport Management, the Cities of Burbank, Glendale and Pasadena, and the respective officers, agents, employees and volunteers of each such entity, from and against any and all liability and damages, including demands, claims, actions, fees, liability for property damage and personal injury or death, costs and expenses (including attorneys’ and expert witness fees), arising from or connected with SBIAA’s acts or omissions arising from or relating to this Agreement, or arising from or relating to SBIAA’s ownership and use of the Surplus Property. This duty to indemnify, defend and hold harmless shall survive the expiration of this Agreement. It shall be the sole duty of SBIAA to maintain adequate policies of insurance or self-insurance to cover SBIAA’s responsibilities hereunder.

5. Exhibit. Exhibit A is incorporated into this Agreement by reference. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of Exhibit A, the provisions of this Agreement shall prevail.

6. Entire Agreement. This Agreement (and the attached Exhibit A) is the entire integrated Agreement between the parties as to the transfer of the Surplus Property. This Agreement supersedes all prior oral or written negotiations, representations and contracts related to such subject matter. This Agreement may not be amended, nor any provision or breach waived, except in a writing that is signed by the parties and that expressly refers to this Agreement.

7. Governing Law and Choice of Forum. This Agreement shall be interpreted in accordance with the laws of the State of California without regard to conflict of law principles. In any action arising out of this Agreement, venue for litigation shall be Los Angeles County, California. The interpretation of this Agreement shall not be resolved by any rules of construction providing for interpretation against the party who causes the uncertainty to exist or against the Party who drafted the disputed language.

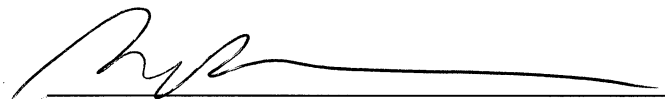
8. Litigation. If a party commences any legal, administrative, or other action against the other Party arising out of or in connection with this Agreement, the prevailing party in such action shall be entitled to have and recover from the losing party all of its attorneys' fees and other costs incurred in connection therewith, in addition to such other relief as may be sought and awarded.

9. Incorporation of Mandatory Language. Each and every provision required by law to be inserted in this Agreement shall be deemed to be inserted and this Agreement shall be read and enforced as though such provision were included. If through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon request of either Party this Agreement shall promptly be amended to make such insertion or correction.

10. Severability. If any part, term or provision of this Agreement is held void, illegal, unenforceable, or in conflict with any law of a federal, state or local government having jurisdiction over this Agreement, the validity of the remaining parts, terms or provisions of the Agreement shall not be affected thereby.

TO EXECUTE THIS AGREEMENT, the Parties have caused their authorized representatives to sign below.

San Bernardino International Airport Authority



Michael Burrows, CEO

Burbank-Glendale-Pasadena Airport Authority

Ara Najarian, President

Approved as to form:

Richards, Watson & Gershon
A Professional Corporation

Exhibit A
Specifications of ARFF Vehicle

Year: 2007

Make: Rosenbauer

Model: Panther 1500

VIN:1R94WE6847W490262

Miles: 10,393

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
OPERATIONS AND DEVELOPMENT COMMITTEE
MAY 5, 2025**

**COMMISSIONING A BOOK PUBLICATION
HISTORY OF HOLLYWOOD BURBANK AIRPORT**

**Presented by John T. Hatanaka
Executive Director**

SUMMARY

Staff seeks direction from the Operations and Development Committee ("Committee") to the Commission on the suggestion by Commissioner Ovrom to commission a book publication on the history of Hollywood Burbank Airport.

BACKGROUND

At the April 21, 2025, Commission meeting, Commissioner Ovrom requested an agenda item on the commissioning of a book to memorialize the history of the Airport and also requested the Committee be the first to consider the suggestion. Commissioner Quintero seconded the motion.

A memorandum on the subject from Commissioner Ovrom is attached for the Committee's review.

RECOMMENDATION

Staff seeks direction from the Committee.

MEMORANDUM

TO: Burbank Glendale Pasadena Airport Authority Commission
FROM: Bud Ovrom, Commissioner
DATE: April 21, 2025
SUBJECT: History of the Hollywood Burbank Airport

I will always regret that we did not do more with our \$2 million Art in Public Places requirement to honor the people who worked at this truly historic site and their incredible accomplishments. However, I have an idea that I believe will do an **even better job** than a stationary art piece!

I propose that the Authority consider commissioning the writing and publication of a book to memorialize the history of this site and the Hollywood Burbank Airport.

Most airports probably have an interesting story to tell and many airports have books which memorialize their history (I will bring some examples to our meeting and have attached copies of the covers). I believe our story is worth recording:

The Early Years of Commercial Aviation

Although we often mention that the Hollywood Burbank Airport was opened on May 30, 1930, the business arrangements, site selection, land acquisition, design and construction started in 1926. What incredible vision and leadership! When it opened in 1930 (after only 7 months of construction at a cost of \$1.5 million!), it was said to be the first multi-million airport in the country and quickly became the primary airport for the Los Angeles area! Many of the early heroes of aviation, such as Wiley Post, Amelia Earhart and Charles Lindberg, frequented the Airport.

World War II and the 'Arsenal of Democracy'

In 1940, as World War II approached, Lockheed purchased the airport and began expanding its facilities in support of the war effort on the land adjacent to the airport's runways. Lockheed changed the airport's name to Lockheed Air Terminal (one of many name changes over the years) and continued to operate it as a commercial airport, even as thousands of B-17s, Hudson bombers and P-38 fighters rolled off the assembly line. I have heard (but do not know if it is accurate) that Lockheed employed 90,000 workers and ran 24 hours a day, seven days a week. As the planes rolled off the assembly line, they would

immediately start their engines and take off! People would gather at the end of the runway to watch them leave and cheer their contribution to the war effort!

Many (most?) of those workers were Rosie the Riveters – another important story that deserves to be told about their contributions to the ‘Arsenal of Democracy’ **and** their importance to the Women’s Movement.

The Creation of the Burbank Glendale Pasadena Airport Authority

In early 1976 Lockheed announced its intention to get out of the business of running airport terminals and was going to sell the Burbank airport to a suitable public agency **or close it**. Burbank, Pasadena, Glendale, Los Angeles and San Fernando were included in the initial discussions. San Fernando and LA later withdrew (fortunately). By the middle of 1977, the three remaining cities agreed to buy the Airport via a **Joint Powers Agreement**. We take the JPA for granted today, but at the time it was a bold proposition. It was a major commitment to **intergovernmental cooperation** at a time when the three cities were often seen as economic competitors. It necessitated the State Legislature to enact changes to the California Government Code to provide that a JPA could be created for the specific purpose of acquisition, operation, repair, maintenance, and administration of the Airport. By having a governmental agency own the airport and then contract its daily operations to a private company, it was an example of a **Public Private Partnership** before that management practice had become commonly used.

On June 30, 1978 the ownership of the airport was formally transferred from Lockheed to the new Burbank Glendale Pasadena Airport Authority for \$51 million. I think it is a success story that deserves to be memorialized!

Years of Controversy leading to the Voter Approved Development Agreement

Although the airport continued to run smoothly and prosper, deep disagreements between the Burbank City Council and the BGPAA Commission about the future direction of the airport resulted in years of political turmoil and millions of dollars being spent on litigation. Folklore might tell stories that the Authority Commission wanted to build a ‘mini LAX’ and the City Council wanted to ‘close the airport’. Neither extreme is accurate. For a variety of very legitimate safety concerns, the existing terminal needed to be replaced (those reasons should be spelled out as part of the history). In exchange for agreeing to a new terminal, the Burbank City Council wanted a ‘mandatory curfew’ on hours of operations and a ‘cap’ on the number of annual passengers. Both were conditions the FAA was never realistically going to approve. Enough time has now passed that an objective writer can impartially present an accurate history of this period (as part of our orientation, we were given a detailed history of the litigation written by Terence Boga).

Perhaps an even more interesting story is how an agreement was ultimately reached. All cities have disputes over one thing or another. In this case, the very heated dispute went on for over two decades, millions of dollars were spent and the airport issue dominated Burbank City Council elections for years. In 2015, the City Council and the Airport Commission still managed to come up with a mutually acceptable Development Agreement, which was ratified on November 6, 2016 by almost 70% of the voters - a 2 to 1 margin! That type of peaceful resolution to something that was so heated for so long does not happen very often! I believe it deserves to be memorialized in a book!

The Design and Construction of the Replacement Terminal

What we are doing today will become the history lesson in the future. Not to pat ourselves on the back too much, but so far, we seem to be doing a pretty good job. The competitive process we used to select the design has given us something 'iconic' that everyone has embraced. The Design Build delivery method, the Holder Pankow TEC team and our Jacobs Project Management Team are staying 'on budget and on schedule'. How many billion+ dollar government construction projects can do that? The final chapter of the book cannot be written yet, but it soon could be – and I am anticipating a happy ending!

Misc Topics:

Audience: Obviously, we would not be shooting for a Best Seller or Pulitzer Prize! I see it as a novelty item we could sell in our airport retail stores and give as gifts to visiting officials/friends/new employees, etc. I have been told there is a national (albeit small) audience of airport and airplane aficionados who might buy it, because that is what they do. I have also been told there are airport/aviation programs in colleges and schools (also small) that might use it as a case study. My primary goal is to see this history preserved.

Size and content: I have talked to a couple of people who have written and published short historical or biographical books. They told me the maximum size to capture a buyer/reader for something like this would likely be no more than 200-225 pages, with a careful balance of pictures and text. I will bring to our meeting two books written about Kennedy International Airport. One is from Arcadia Publishing and is primarily photos with an explanatory caption under each one. The other is from the University of Pennsylvania Press and is much more scholarly and has far fewer photos. I would anticipate something in between – enough photos to be interesting to the casual reader and enough narrative to be informative to those seeking a deeper understanding of the history.

Cost: Again, simply talking to a couple of authors who have done this type of work, I would estimate the cost to be about \$50,000 (\$25,000 for the author and \$25,000 for the initial printing). Perhaps budget \$75,000 to be safe at this early concept stage.

Oversight: My understanding is that per Resolution 495, this type of external communications would normally fall to the Operations and Development Committee, as part of 'Airport Branding'. It is also an obvious example of a specific/limited task which could be assigned to an Ad Hoc Committee created for that purpose, with each city selecting one member.

That would be a decision for the Commission to make. I am inclined to an Ad Hoc Committee, because I think, from a marketing perspective, the best time to have this book available would be during that first exciting year after the Grand Opening of the Replacement Terminal. It can be researched and written in a year, but it would take a very focused effort and that is best done with an Ad Hoc Committee.

Process: To me, the first and most important step is to retain an author, with a proven track record of researching and writing non-fiction historical books! That person should also be responsible for all the logistics of getting the first edition printed.

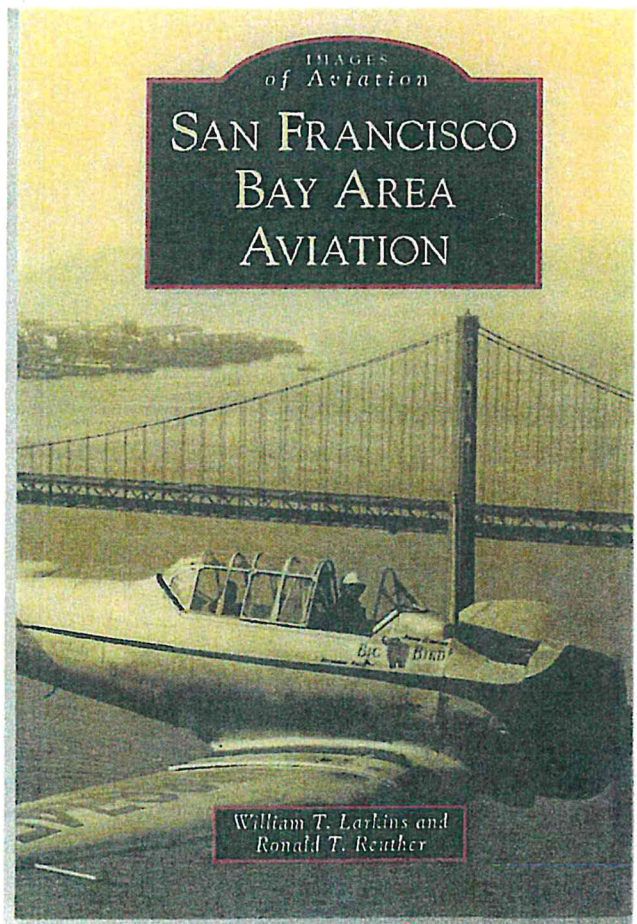
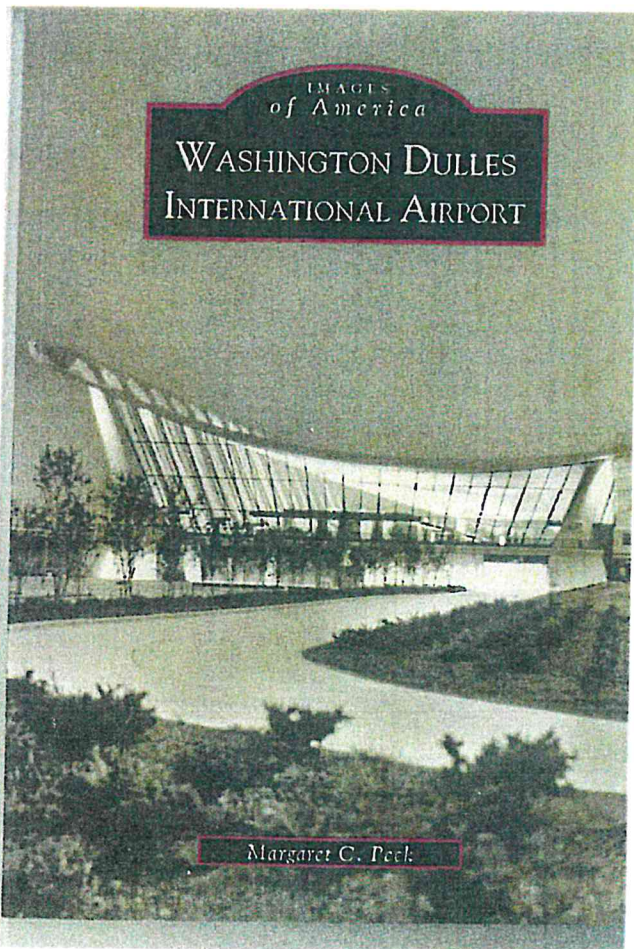
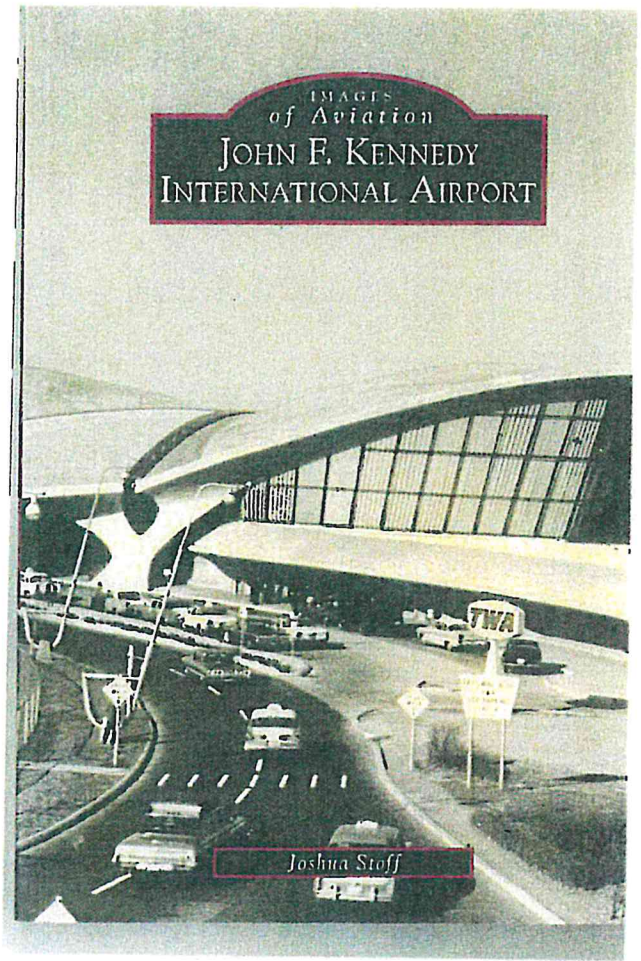
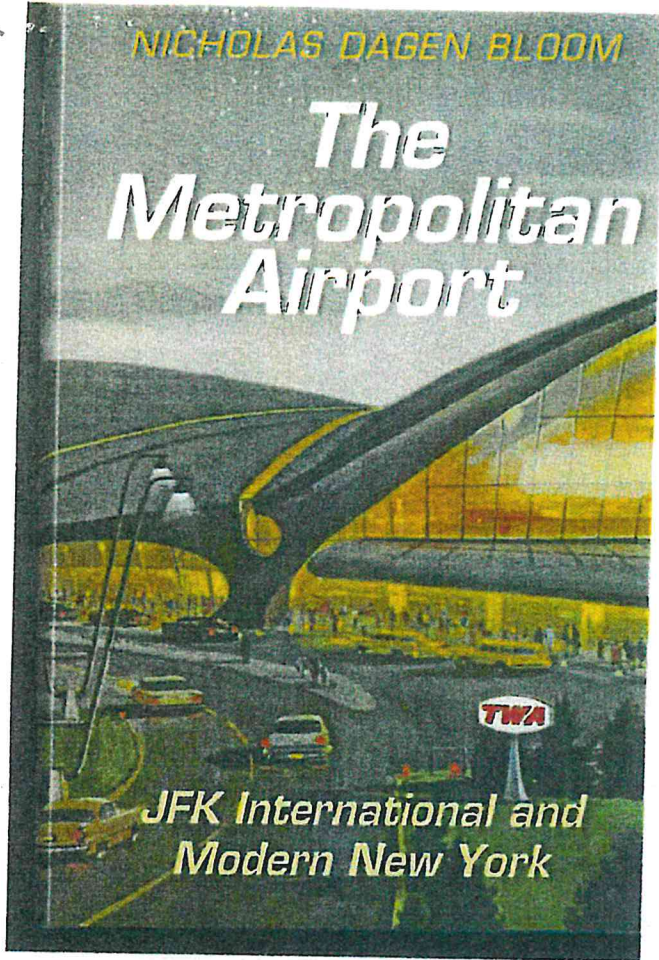
The goal should be to have a person who is very 'self-contained' - take guidance from the Commission Oversight Committee, but who does **all** the work and does **not** require any diversion of airport staff. Mr. Hatanaka might want to assign someone, maybe from the communications team, to be a liaison to this effort, but staff is super busy with the RPT and should **not** be distracted by this project.

All of the early decades are well documented on-line and can be easily researched. The only 'new' writing would be to cover the period from the 'Years of Controversy leading to the Voter Approved Development Agreement' to the Grand Opening. The assignment timeframe should be to have everything written and approved by early Fall 2026. At the October 2026 Grand Opening take a lot of pictures, get some good quotes and go to press.

I have no thoughts on the recruitment and selection process for selecting that person. The Oversight Committee can figure that out. I do have great confidence that within our three cities, and the Hollywood area, there is a good supply of talented people who would love to be awarded this assignment.

CONCLUSION

My purpose with this memo was to plant some seeds for thought. I hope the Commission will give some consideration to this suggestion of funding the publication of a book about the history of the Hollywood Burbank Airport to coincide closely to the grand opening of the replacement passenger terminal.



**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
OPERATIONS AND DEVELOPMENT COMMITTEE
MAY 5, 2025**

COMMITTEE PENDING ITEMS

Future

Tentative Presentation

- | | |
|--|--------------|
| 1. Authorization to Execute a MOA between LAFD and AFD | May 19, 2025 |
| 2. Award of Contract - Design Services; Airside | May 19, 2025 |