



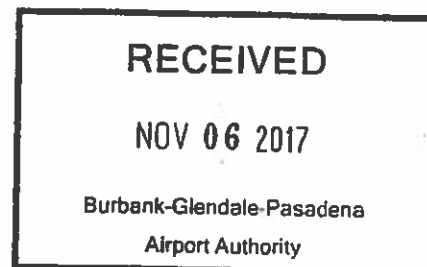
U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

15000 Aviation Boulevard
Lawndale, CA 90261

November 2, 2017

Mr. Frank R. Miller
Executive Director
Bob Hope Airport
2627 Hollywood Way
Burbank, California 91505



Bob Hope Airport (BUR)
Airport Layout Plan Update
Airspace Case No. 2017-AWP-2054-NRA

Dear Mr. Miller,

The Federal Aviation Administration (FAA) has completed the review of the updated Airport Layout Plan (ALP) for the Bob Hope Airport (commonly known as Hollywood Burbank Airport), Burbank, California, and find it acceptable from a planning standpoint. The ALP was reviewed by FAA (airspace study 2017-AWP-2054-NRA) and is conditionally approved. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means. We encourage the appropriate local agencies to adopt land use and height restrictive zoning based on the revised plan.

The approval indicated by my signature is given subject to the condition that the proposed airport development requiring environmental processing shall not be undertaken without the FAA's prior written approval.

The changes to the ALP are listed in your letter dated June 30, 2017 and is now part of this conditional ALP approval letter.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

We have returned four (4) copies of approved ALP Set pages one through six. The remaining sheets 7 through 16 are to be delivered to us by the end of calendar 2017 and will be part of this approval set. Please insure that one (1) approved drawing along with a copy of this letter is forwarded to the State of California Department of Transportation (Caltrans), Aeronautics Division for their files at the following address:

Mr. Patrick Miles
Aviation Safety Officer
California Department of Transportation
1120 North N Street, Room 3300
Division of Aeronautics, MS 40
Sacramento, CA 94274

The remaining two (2) copies were retained for our files and distribution to other FAA lines of business within the Air Traffic Organization's (ATO) Western Service Center (WSC).

If you have any questions regarding this matter, please contact Mr. Jaime Duran, at (310) 725-3630.

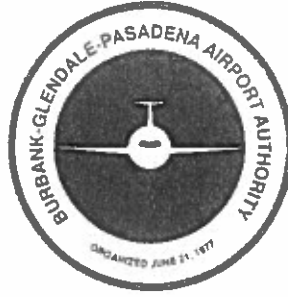
Sincerely,



David F. Cushing
Manager, Los Angeles Airports District Office

Enclosure: (4) copies of ALP set

cc: Patrick Miles Caltrans



June 30, 2017

Mr. David Cushing
Manager
Los Angeles Airports District Office
Federal Aviation Administration
15000 Aviation Boulevard
Room 3000
Lawndale, California 90261

Hand Delivery: Via Courier

Re: Airport Layout Plan Drawing and Narrative Report
Bob Hope Airport (BUR)

Dear Mr. Cushing:

The Burbank-Glendale-Pasadena Airport Authority ("Authority") submits for review and consideration documents that describe its proposed Replacement Passenger Terminal Project (Project) at Bob Hope Airport, commonly known as Hollywood Burbank Airport ("BUR"). The Project includes the development of a replacement passenger terminal ("RPT") and related terminal support facilities in the northeast quadrant of the Airport, as well as the subsequent demolition of the Existing Terminal Building ("ETB") and redevelopment of that site for new airfield taxiways and relocation of the Air Operations Area fence line. The Project is proposed to eliminate the runway safety concerns associated with the ETB and is not a capacity enhancement for BUR.

Implementation of the Project will allow for a significant enhancement to runway safety by removing the ETB. The new RPT and the new airfield facilities proposed for the ETB site will allow for a more operationally efficient airport that meets all current design, operational, and safety standards of the Federal Aviation Administration ("FAA").

The Project is composed of numerous elements needed to make the RPT building site self-sustaining. Additional facilities include new entrance roadways, new public auto parking and ground transportation facilities, a new employee parking facility, a replacement Aircraft Rescue and Firefighting (ARFF) station, a replacement airline cargo building, a ground service equipment maintenance building and a central utility plant. The following are the key benefits associated with implementation of the Project:

ETB and Related Deficiencies Corrected:

- Eliminates ETB from within OFZ and BRL
- Eliminates Non-standard RSA Definition

- Eliminates Taxiing Aircraft from within the Non-standard RSA
- Eliminates parked aircraft less than 500 feet from Runway 8/26 centerline
- Eliminates Runway 15/33 closures when aircraft access/egress Gate B1
- Allows for current RSA definition to be applied
- Allows for the potential to extend the Runway End 26 EMAS Bed to the south
- Extensions to Taxiway A and Taxiway C on site of ETB proposed for airfield operational efficiency enhancements: each to meet all current design standards

RPT Benefits and Standards Compliance

- Terminal Building located outside of OFA
- No penetrations of FAR Part 77 Transitional Surfaces
- No ATCT Line of Sight Issues created by RPT and support buildings
- Clear ATCT Line of Sight to Aircraft Parking Apron. Pushout Zone and transition pavement to Taxiway A
- Increased lateral separation of parked aircraft to more than 500 feet from Runway 15/33
- Pushout Zone included for aircraft taxi operational efficiency
- RPT location minimizes aircraft taxi distances for most frequently used runway operating configuration
- Replacement airline cargo building eliminates numerous vehicle crossings behind Runway End 33 and precludes additional crossings at Runway End 26 as well as results in significant reduction in GSE miles of travel.

Enclosed for your technical review of the proposed development at BUR are the following documents:

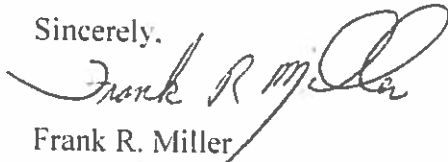
1. Airport Layout Plan (ALP) Drawings (6 of 15 Sheets)
 - Cover Sheet
 - Data Sheet
 - Existing ALP Sheet
 - Future ALP Sheet
 - Existing Terminal Area Plan Sheet
 - Future Terminal Area Plan Sheet
2. SOP Check List
3. Narrative Report

In addition to the proposed Project intended to enhance the runway safety aspects of BUR, the Authority has also updated its ALP to conform with current FAA standards including the use of color formats for enhanced feature recognition. Prior ALP submissions for BUR were limited to an abbreviated Data Sheet and a single sheet ALP. The six drawings included with this transmission represent 6 of the 16 sheets that will ultimately comprise the ALP Drawing Set. In addition, Sheets 3 through 6 included herein utilize the newly acquired Phase 1 A-GIS survey data that provide a new single source CAD base with contours, planimetrics and rectified aerial photography. Sheets 7 through 16 of the ALP drawing set will be provided following the completion of the Phase 2 A-GIS surveys which is intended to be finished by September 2017.

The support and guidance provided by FAA Airports Division staff members in the development of these documents is very much appreciated. My staff looks forward to further coordination on these matters as the process moves forward to improve and enhance BUR to a safer and more efficient airport.

If there are any questions, please contact John Hatanaka (818-729-2225) or Mark Conway of Conway Consulting (312-758-7678) at your earliest convenience.

Sincerely,



Frank R. Miller
Executive Director

cc: Federal Aviation Administration

Mark McClardy – Western Region, Airports Division Director

Patrick Lammerding - Assistant Manager Airports District Office

Jaime Duran - Lead Airport Planner

Manson Wong - Program Manager

Victor Globa - Environmental Specialist

Darleen Williams- Airport Planner/PFC Specialist

Burbank-Glendale-Pasadena Airport Authority

John T. Hatanaka - Senior Deputy Executive Director

Mark Conway - Conway Consulting, Ltd.