



News Release

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
2627 Hollywood Way, Burbank, CA 91505
(818) 840-8840 (818) 848-1173 FAX
WWW.BOBHOPEAIRPORT.COM

CONTACT: VICTOR J. GILL

FOR IMMEDIATE RELEASE

TELEPHONE: (818) 840-8840

AIRPORT AUTHORITY FORMALLY CONCURS WITH FAA FINDING THAT FULL COMPLIANCE WITH FAA RUNWAY SAFETY AREA STANDARDS AT BOB HOPE AIRPORT BY 2015 IS NOT PRACTICABLE

*FAA Review Reaffirms that Current Operations at Airport Are Safe;
Acknowledges that Constraints on and off Airport Property Prevent
Implementation of Standard Runway Safety Areas*

BURBANK, Calif., March 9, 2011 – At the request of the Federal Aviation Administration (FAA), the Burbank-Glendale-Pasadena Airport Authority has sent a formal letter concurring with a draft FAA determination that it is not practicable for Bob Hope Airport to comply with current FAA Runway Safety Area (RSA) standards in the near future. The letter will be included in a final determination to be published by the FAA later this year.

The FAA determination for Bob Hope Airport comes as part of an on-going program in which the agency is assessing compliance with Runway Safety Area standards at all commercial service U.S. airports. There are 1,020 commercial service runways at the 570 commercial service airports in the country. As of 2007, 72% of the nation's runways substantially complied with current RSA standards, and the FAA's stated goal is for 90% compliance by 2015.

(more)

RUNWAY SAFETY AREA

03/09/11

2-2-2-2-2

FAA studies and analyses of runway conditions at Bob Hope Airport examine the current geometry of the Airport and existing limitations to providing unobstructed areas that fully comply with FAA standards for an airplane in distress to undershoot, overshoot or deviate from the runway.

“These studies document that in the opinion of the FAA, it is not practicable to provide the standard Runway Safety Areas by the end of 2015, and the Airport Authority concurs with that finding,” said Executive Director Dan Feger.

The FAA cited the fact that requiring fully compliant RSAs at Bob Hope Airport would introduce significant operational constraints, be financially and legally infeasible, would require acquisition of large amounts of private property beyond the boundary of the Airport, and would require lowering of highways and railroads.

The Airport Authority additionally noted in its letter that FAA Administrator Marion Blakey in 2002 wrote the Authority that operations at Bob Hope Airport can continue safely in the current configuration. “Our longstanding support for the relocation of the terminal was based on our interest in bringing the airfield up to current design standards and providing the highest level of safety. However, given the special operating procedures in effect for the airport and the long history of operations with the terminal, we believe that operations in the present location can continue safely in the future as in the past. As the airport operator, it is your decision whether to continue to pursue this project or terminate it,” Blakey said.