

ATTACHMENT 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

BUR Executive Director Letter Regarding RSAs
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March 16, 2000

Over the last 20 years, the Authority has tried several times to relocate the terminal. Each time various political and legal challenges have frustrated those attempts. The current plan to relocate the terminal to the former site of the Lockheed Skunk Works is on hold pending successful negotiation of an agreement between the City of Burbank and the Authority which would implement certain noise and growth controls on the airport in exchange for entitlements which would permit construction of the replacement building.



Concurrently with the process of replacing the terminal, the Authority has pursued the acquisition of clear zone properties and has considered the possibility of lowering Hollywood Way for the purpose of creating a runway overrun area. The Authority did successfully acquire some existing parking lots in the RPZ.

However, a number of financial, political and legal impediments exist which may preclude further extensions of the RSA. First, the City of Burbank has historically not favored airport acquisition of airport-adjacent properties that have the result of removing businesses from the tax base. Also, the costs to acquire the necessary right-of-way, as well as the construction cost of lowering Hollywood Way would be financially unfeasible. And finally, a recent decision by the California State Appellate Court regarding the Public Utilities Code ("PUC") gives the Cities of Burbank and Los Angeles the right to approve or reject any Airport acquisition of property within their respective jurisdictions.

The Authority has, over the years, considered the possible shortening of both runways in order to provide conforming RSA's. Unfortunately, this solution could possibly shorten the runways to the point where it would no longer be possible to sustain commercial air carrier operations. This would jeopardize the continued viability of the airport, as well as impose a severe negative financial and environmental impact on the entire San Fernando Valley, as well as on the freeways and airports that would ultimately receive the service displaced from Burbank.

We hope that as the NTSB develops its recommendations, it will look at all of the issues that affect Burbank Airport. If you have any further questions or need any additional information, please do not hesitate to contact my staff or me.

Sincerely,



D'fos Marrero
Executive Director

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