ATTACHMENT 3

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C.

BUR Executive Director Letter Regarding RSAs (2 pages)

AIRPORT COMMISSIONERS

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March 16, 2000

Mr. Lawrence D. Roman Senior Accident Investigator National Transportation Safety Board Office of Aviation Safety 490 L'Enfant Plaza East, S.W. (AS-60) Washington D.C. 20594

Re: Investigation of SW 1455 Incident

Dear Mr. Rowan

In connection with the above-referenced incident, you met with Dan Feger and Mark Hardyment on March 14, 2000 to review the status of the Runway Safety Areas ("RSA's") at Burbank Airport ("Airport"). At that meeting, you requested that the National Transportation Safety Board ("NTSB") be provided with a written statement from the Burbank-Glendale-Pasadena Airport Authority ("Authority") which summarizes the history and condition of the RSA, and what future plans the Authority has for enhancements to the RSA. Here is that summary.

The Authority was formed as a Joint Powers Agency in 1977 through an act of the California State Legislature ("State"). The Authority acquired the Burbank Airport in 1978 from Lockheed. One of the conditions imposed by the State on the Authority as part of its creation was a prohibition against any lengthening of the runways.

At the time of the acquisition, the Authority recognized that various enhancements to airport safety were desirable. Among these were improvements to the RSA's at Burbank, since the RSA's did not conform with Federal Aviation Administration ("FAA") standards. These RSA standards require a specially prepared surface capable of safely supporting aircraft deviations from the runway for a distance of 250 feet wide each side of each runway, and they should extend 1000 feet past the end of each runway (sometimes referred to as the Runway Protection Zone, or RPZ.) Additionally, these RSA's preclude the presence of the existing passenger terminal at approximately 300 feet from the centerline of the runways, the presence of taxilanes that serve the terminal which are located approximately 182 feet from the centerline of the runways, and the presence of roadways, railroad tracks, and commercial and industrial development in Runway Protection Zones.

The Authority determined that the greatest safety concern and risk to life and property was the close proximity of the passenger terminal and the close proximity of parked and taxiing aircraft adjacent to both runways. The Authority made the decision to pursue replacement of the passenger terminal as its highest priority.

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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 no hesitate to contact my staff or me.

Sincotely

Díos Marrero Executive Director

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