

HOLLYWOOD BURBANK AIRPORT UPDATE

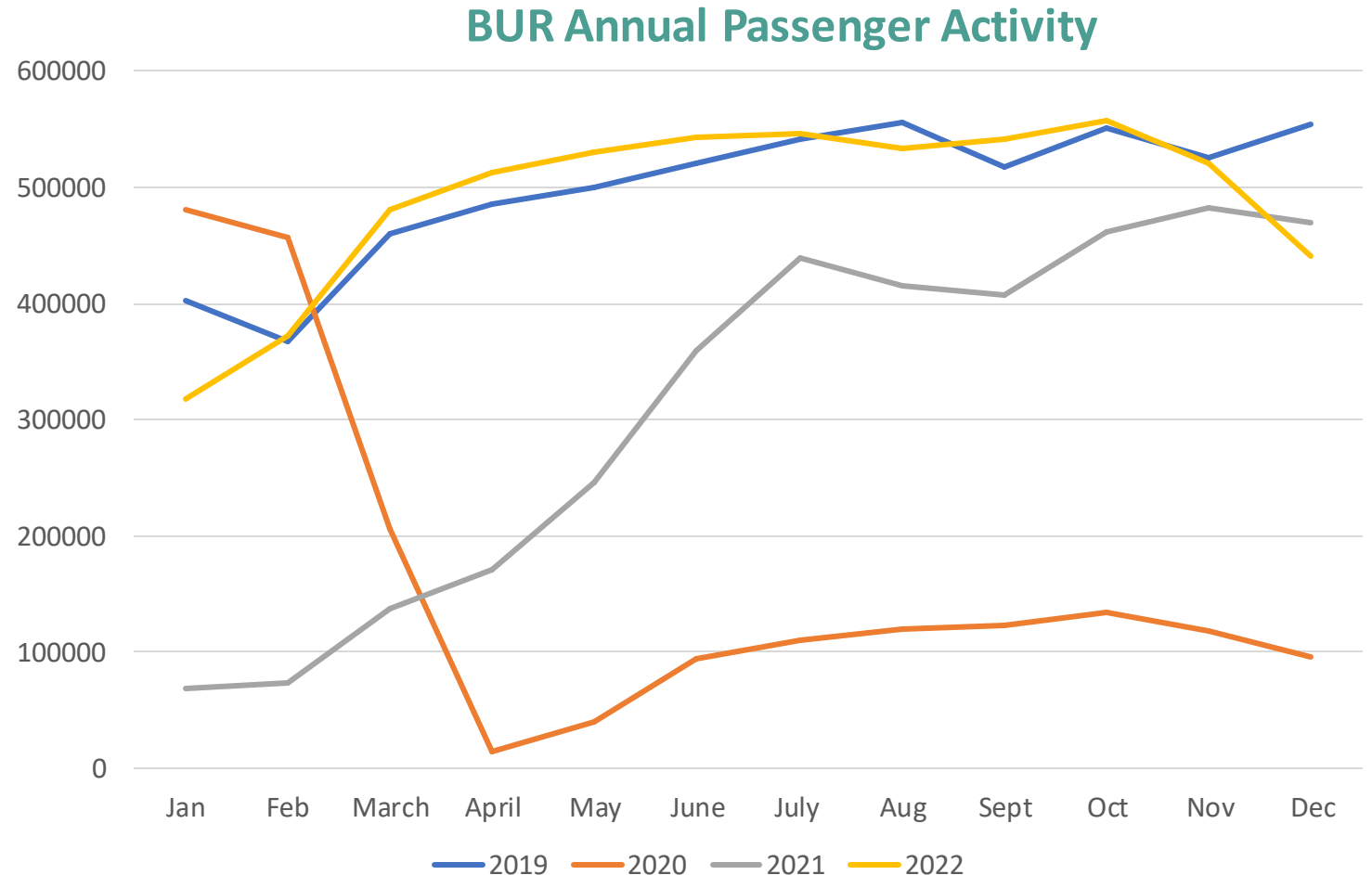
South Coast Air Quality Management District Airports
Airport Working Group
May 2024



BUR Current Passenger Activity Levels



- On December 2019, South Coast AQMD and BUR Airport entered into an MOU for Air Quality measures.
- Despite COVID impacts, BUR continued to implement MOU Measures.
- **COVID-19 Recovery**
 - Passenger activity decreased to unprecedented levels in 2020
 - 2021 and 2022 passenger activity has largely recovered to pre-pandemic levels



Measure No.1

Ground Support Equipment



Program Description

Requires all GSE operators to reduce NOx emissions to achieve a GSE fleet average composite emissions factor equal to or less than **1.66 grams per horsepower-hour of nitrogen oxides (g/hp-hr of NOx)** by **January 1, 2023**, and **0.74 g/hp-hr of NOx** by **January 1, 2031**.

Progress To Date

- BUR continues to evaluate fleet turnover and work with operators to retire the oldest and most polluting GSE.
- Nineteen (19) GSE sold, permanently retired, or relocated outside air basin in 2021 and 2022.

Hollywood Burbank Airport GSE Summary

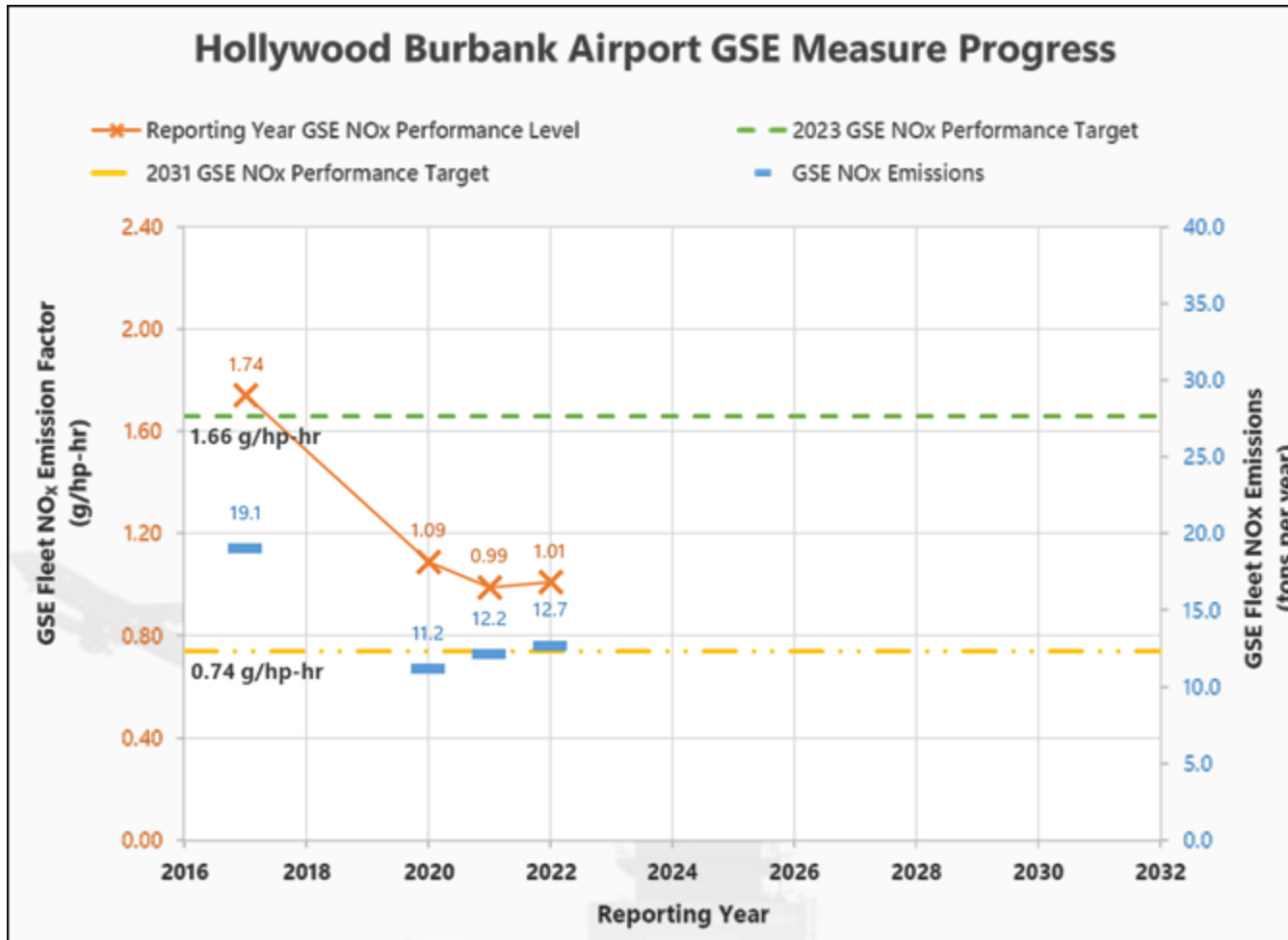
Year	Fleet Mix ¹				Emissions (tons per year) ²		
	Total	Electric	Diesel	Gas	Other	NOx	PM _{2.5}
2017	232	107	62	50	13	19.1	0.37
2020	224	90	68	55	11	11.2	0.24
2021	286	117	94	62	13	12.2	0.33
2022	297	121	96	67	13	12.7	0.35

1. Includes ≥ 25 horsepower in-use equipment used in the calculation of the NOx performance factor.
2. Includes operation of all reported equipment, including < 25 horsepower and low-use equipment.

Measure No.1 Ground Support Equipment



Hollywood Burbank GSE Program Progress



Progress To Date

- Performance levels show continued improvement (downward trend):
 - 2017:** 1.74 g/hp-hr
 - 2020:** 1.09 g/hp-hr
 - ✓ **2023 Target Achieved (1.66 g/hp-hr)**
 - 2021:** 0.99 g/hp-hr
 - 2022:** 1.01 g/hp-hr (2022 actual)
- Significant reductions to NO_x emissions from GSE since MOU inception:
 - 2017:** 19.1 tons/year NO_x
 - 2021:** 12.2 tons/year NO_x
 - 2022:** 12.7 tons/year NO_x
 - **2021 - 2022 increase was due to significant new equipment (COVID recovery) and new operator**

Measure No.1

GSE Program Vehicle Fleet Mix

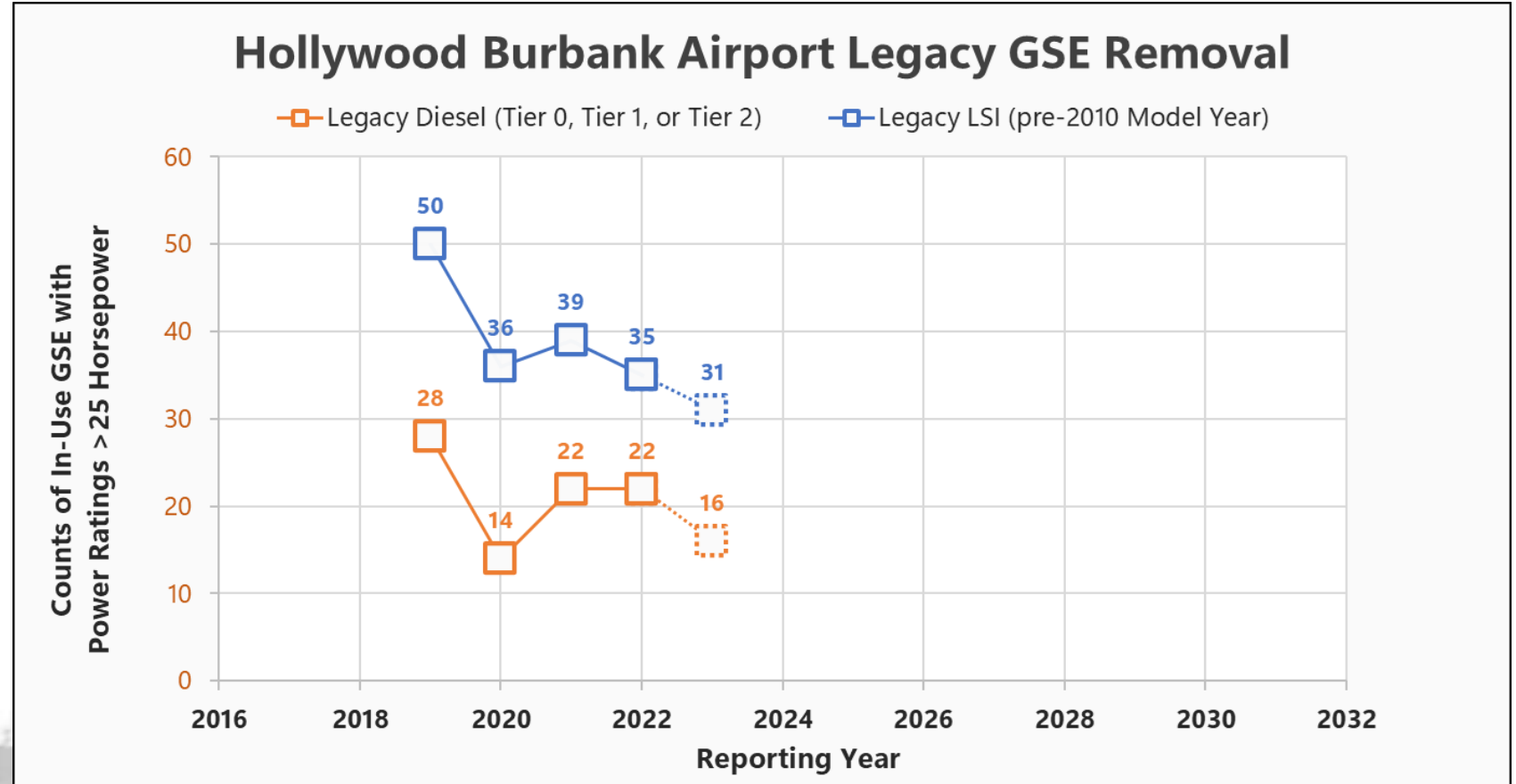


Legacy GSE

- Significant reductions to counts of older, higher-polluting “legacy” GSE through 2022.
- Airport maintains active dialogue with operators to facilitate equipment turnover.

Looking Forward

- Significant removal of legacy GSE anticipated in 2023 and into the future.



Measure No.2

Burbank Airport Shuttle Fleet Conversion



Program Description

- Percent of electric vehicles in BUR's bus fleet will increase with the objective of 50% electric fleet by 2023, and 100% conversion by 2031

Current Status

- Shuttle services to all parking lots and staff parking lots suspended in 2020 and resumed in June 2021
- BUR entered temporary short-term contract for shuttle services using (9) natural gas-powered buses in June 2021
- BUR awarded five-year contract for shuttle services in July 2023 for service starting October 1, 2023
 - Contract requires the operator procure and utilize a minimum of 50% electric buses and install the necessary EV chargers to support the operation of that fleet within 18 months or by April 2025.
 - An RFP for shuttle services following the conclusion of the current contract will include requirements to meet the 100% electric shuttle MOU commitment by 2031.

Measure No.2

Burbank Airport Shuttle Fleet Conversion



2022 Hollywood Burbank Airport Shuttle Bus Emissions Inventory

Fleet Mix		Emissions (tons per year)	
Electric	Natural Gas	NOx	PM _{2.5}
0 (0%)	9 (100%)	0.14	0.01



Thank You!

