



# News Release

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## **EPA BID TO TAG AIRPORT FOR GROUNDWATER CLEANUP OF DEFENSE CONTRACTOR POLLUTION PROMPTS INCREASE IN AIRPORT PARKING FEES**

*Airport Authority Continues to Fight Effort by EPA to Force Airport Travelers and Airlines to  
Fund Cleanup for Pollution Not Caused by Airport;  
One Dollar Increase in Daily Parking Rates to Take Effect February 1, 2011  
to Pay for Unbudgeted Legal Costs*

BURBANK, Calif., December 6, 2010 — The Burbank-Glendale-Pasadena Airport Authority, owner and operator of Bob Hope Airport, today approved a \$1 increase in daily and incremental parking rates at Airport auto parking lots to generate funds to cover unbudgeted legal fees associated with an action by the U.S. Environmental Protection Agency naming the Airport as a potentially responsible party (PRP) for groundwater cleanup beneath the Airport. The increase will take effect February 1, 2011.

“This is a most regrettable situation, and we think it’s totally unfair of EPA to put the Airport, the airlines and the traveling public in this position. The legal bills are already in the hundreds of thousands of dollars, and unless a long, drawn out court process rights this wrong, the Airport is potentially facing millions of dollars in liability,” said Executive Director Dan Feger following the vote.

(more)

## PARKING RATES

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The Airport's parking rates will still be competitive with other local parking operators and regional airports, Feger added. The Airport has not raised rates in four years.

In the 1990s, in accordance with federal law, the EPA entered into consent decrees with a number of aircraft and aerospace manufacturers, including Lockheed Martin Corporation, to install groundwater well extraction and purification systems intended to remove pollutants resulting from their manufacturing activities on or adjacent to the Airport. The Airport Authority, which had acquired the Airport from Lockheed in 1978, was not included in those consent decrees as a potentially responsible party.

Subsequently, the EPA arbitrarily re-drew the boundaries of the so-called "North Hollywood Operable Unit" to include the Airport, and named the Authority as a potentially responsible party, along with approximately 30 other parties, for a so-called "second interim remedy" estimated by EPA to cost approximately \$108 million.

"The Authority was named solely because it is the current owner of the Airport. The Authority did not, and does not, contribute to the causes of this groundwater pollution, and strongly believes that EPA should pursue reimbursement of the costs of cleaning up groundwater in the San Fernando Valley from the parties that caused the contamination in the first place," said Feger.

In addition to defending itself against the EPA action, the Authority has filed a lawsuit against Lockheed that alleges that Lockheed owes the Authority a contractual duty to defend and indemnify against EPA's claims. The Authority bases its claims principally on a written indemnification provision in its 1978 purchase agreement with Lockheed.