

# Infographic A new terminal at Burbank Bob Hope Airport

MARCH 2, 2015, 6:47 PM

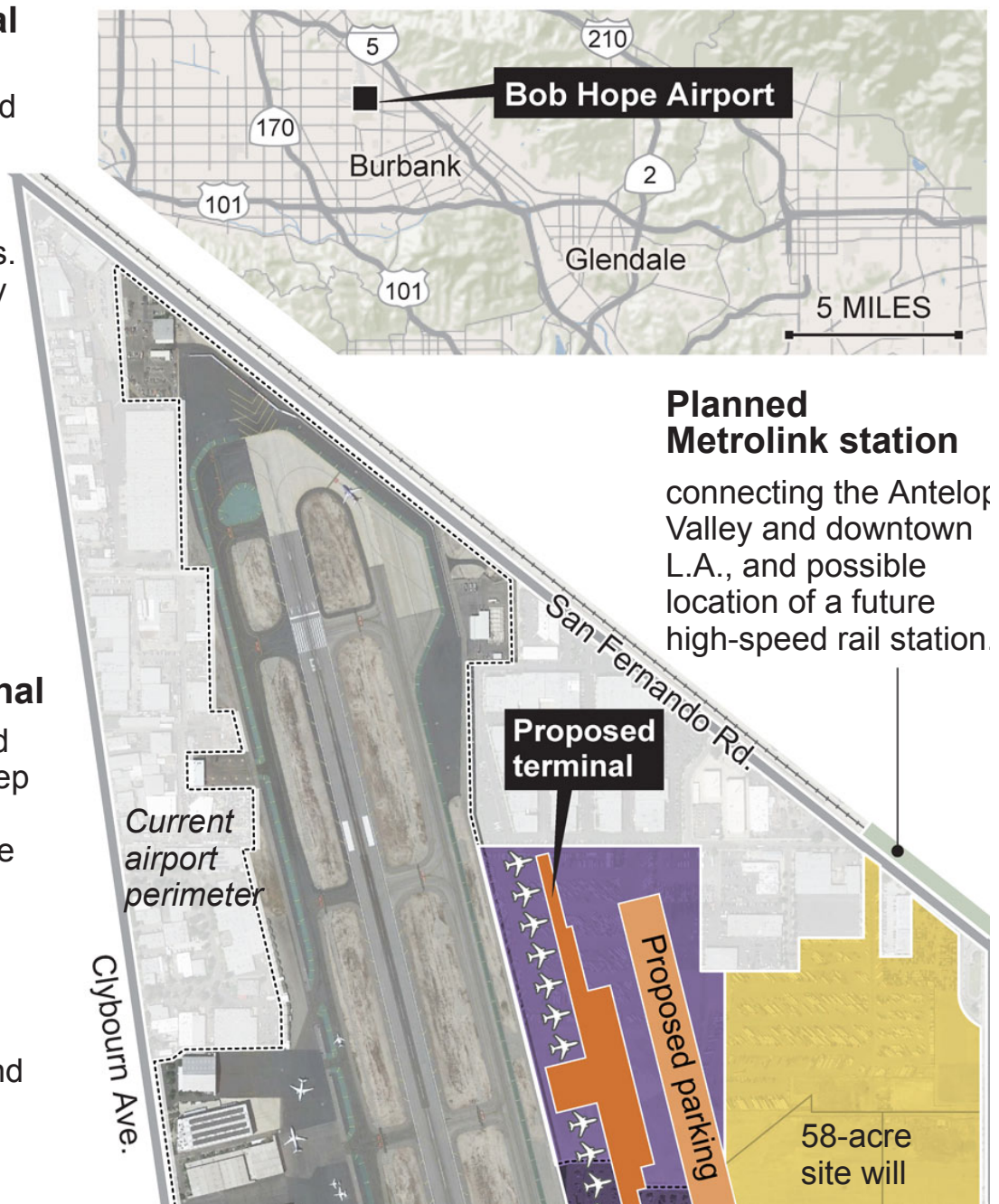
Airport officials have dreamed of a modern passenger terminal since Lockheed Corp. sold the facility in 1978. A dispute between the Burbank City Council and the Burbank-Glendale-Pasadena Airport Authority has stalled plans, but the two sides have agreed on many issues. Here's what a new terminal could look like.

## Existing terminal

Constructed in 1930, the existing facility could be badly damaged in a major earthquake because it does not meet seismic standards. Additionally, the runway is too close to parts of the terminal. Parts of the building are as close as 250 feet from the center of the runway, well below the federal design safety standard of 750 feet.

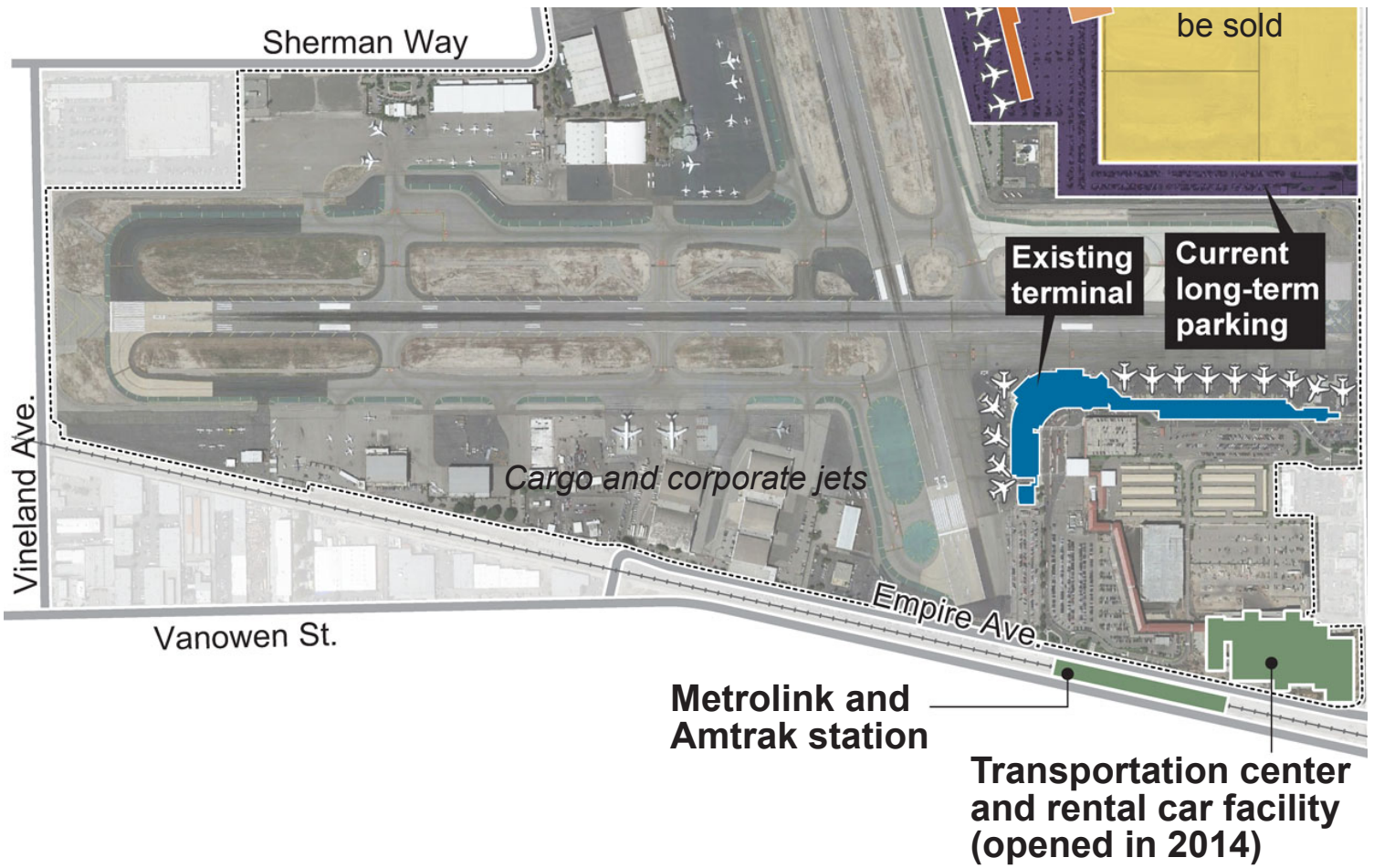
## Proposed terminal

The new terminal would be bigger but would keep the same number of gates, 14, and the same number of parking spaces, 6,631. There would be more seating, baggage claims areas and security lines; additional restaurant and concession spaces are also planned.



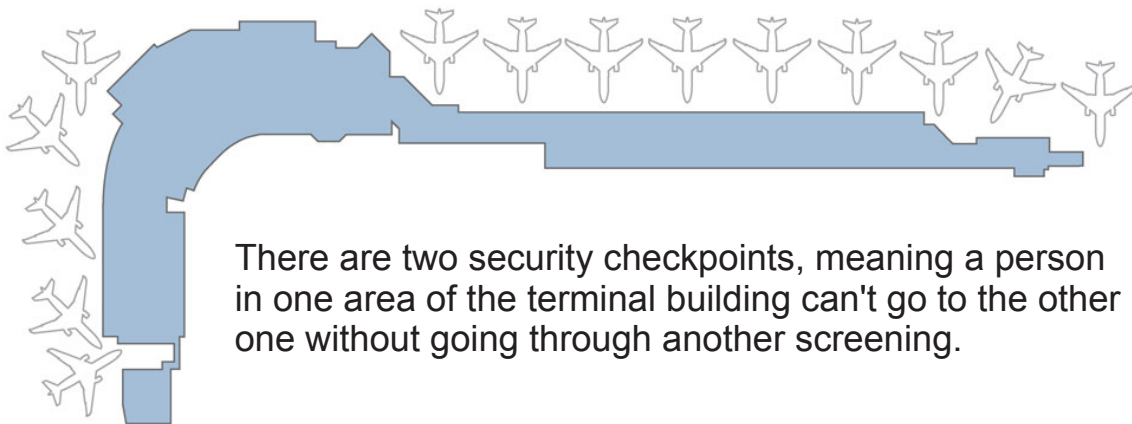
## Planned Metrolink station

connecting the Antelope Valley and downtown L.A., and possible location of a future high-speed rail station.



## Current terminal

The current 85-year-old terminal is 210,599 square feet. It has no waiting space in the baggage claim area, and ticketing and security areas are limited, which can lead to long wait times through the security checkpoints. In surveys, passengers said they want more food choices.



There are two security checkpoints, meaning a person in one area of the terminal building can't go to the other one without going through another screening.

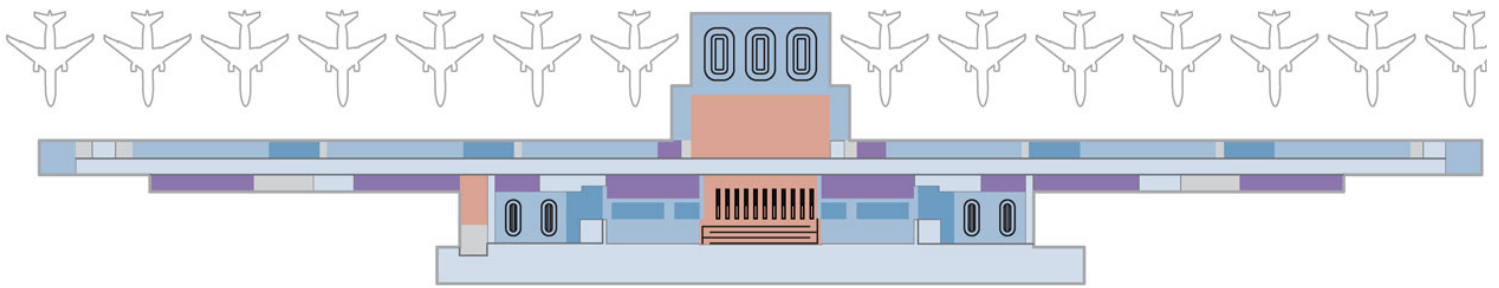
## Boarding flights

at both the front and tail of the airplane is a long-celebrated feature of the airport and is intended to be preserved with the new terminal.



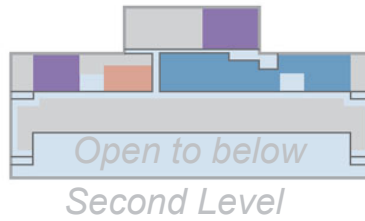
## Proposed terminal

*Ground level, top view*



It would be as large as 355,102 square feet with wider corridors, a more spacious waiting area, a bigger check-in lobby and more restrooms.

A second level would include space for additional concessions and a VIP Club.



- Airline dedicated (ticketing, gates)
- Airline common (baggage, gate lobbies)
- Public space
- Security / TSA
- Concessions
- Airport management / mechanical

Graphics reporting by Rong-Gong Lin II

Sources: Burbank-Glendale-Pasadena Airport Authority, California High-Speed Rail Authority.

Lou Spirito / Los Angeles Times