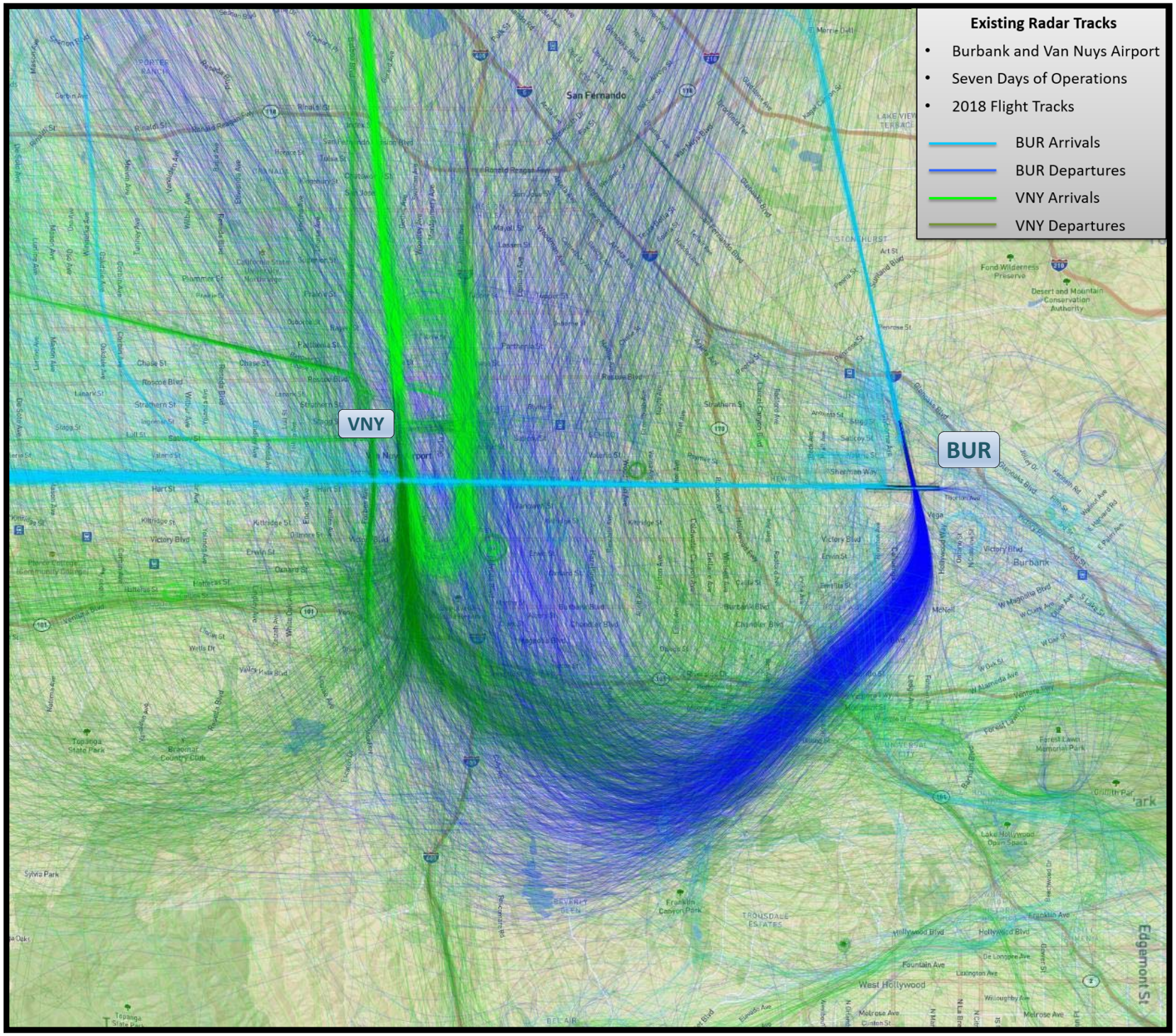
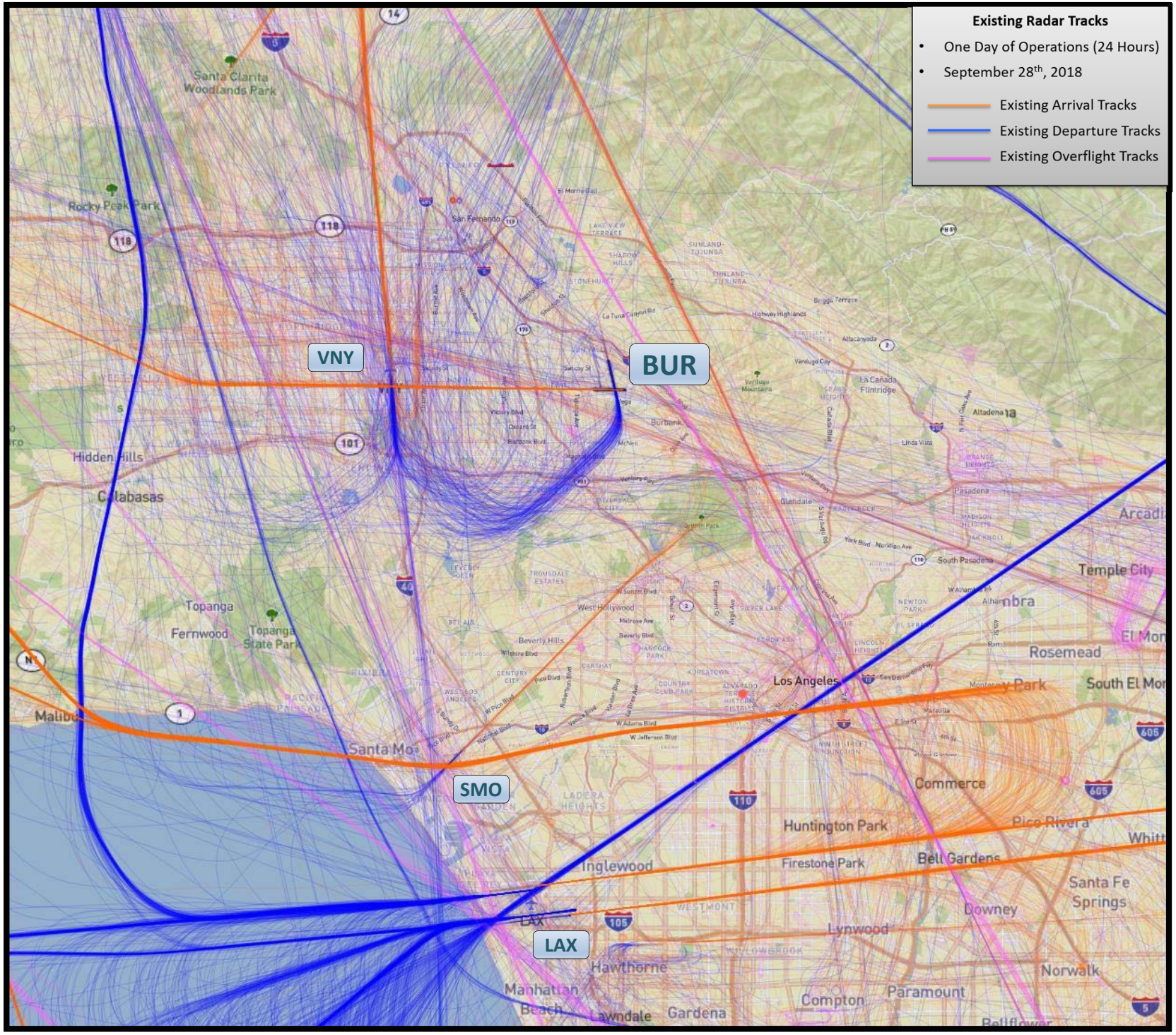


BUR Hollywood Burbank Airport

EXISTING RADAR TRACKS

- **The airspace around Burbank is very complex and busy. Traffic flows into and out of, Van Nuys Airport (VNY) and BUR exist in close proximity to one other.**
- **As a result, air traffic controllers frequently have to issue pilots instructions to keep the different traffic flows safely and efficiently separated.**
- **This close proximity and congestion does not allow for an uninterrupted traditional satellite-based departure route to be utilized.**



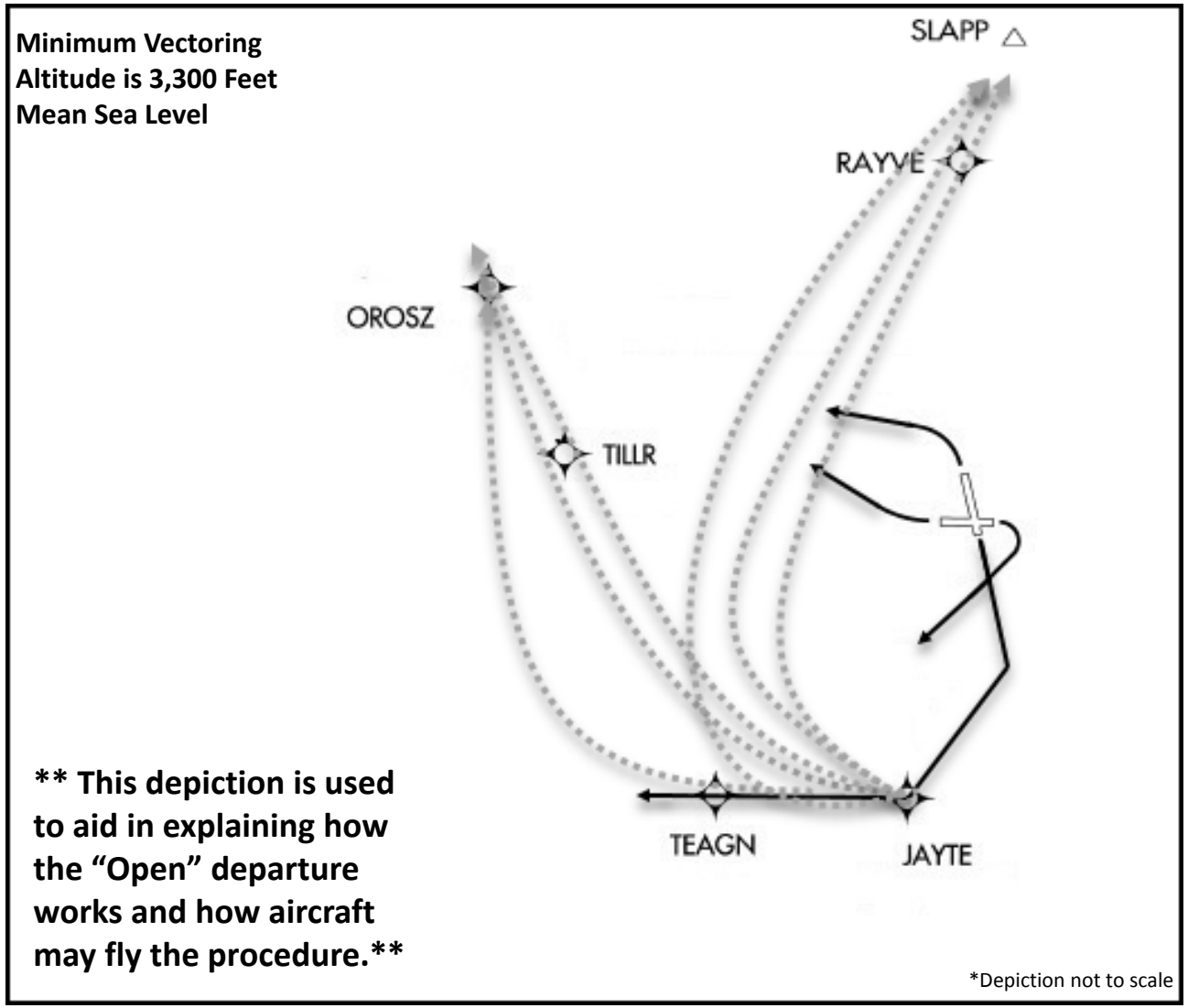
BUR Hollywood Burbank Airport

EXISTING RADAR TRACKS

- **Traditional satellite-based routes provide a higher level of precision from their starting points to their ending points. However, the airspace around Burbank is very complex and busy. Traffic flows into and out of Los Angeles International Airport (LAX), Santa Monica Municipal Airport (SMO), Van Nuys Airport (VNY) and BUR exist in close proximity to one other. As a result, air traffic controllers frequently have to issue pilots instructions to keep the different traffic flows safely and efficiently separated.**

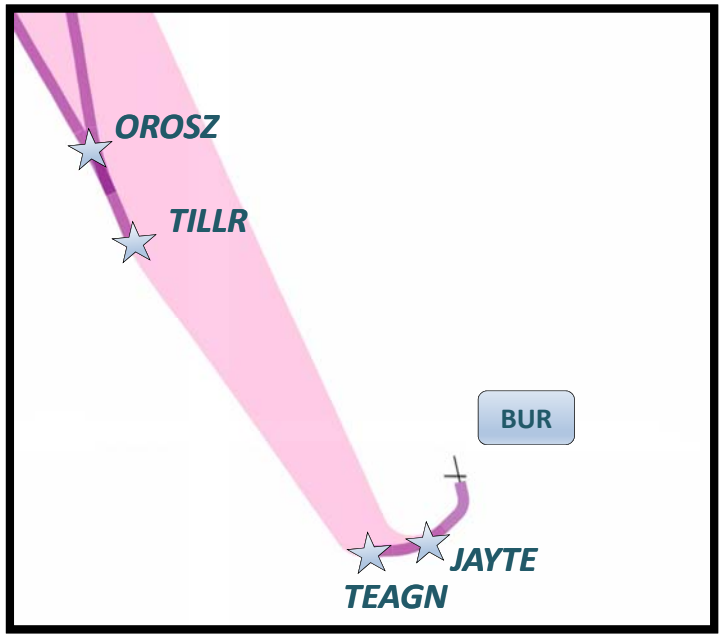
- **This close proximity and congestion does not allow for an uninterrupted traditional satellite-based departure route to be utilized.**

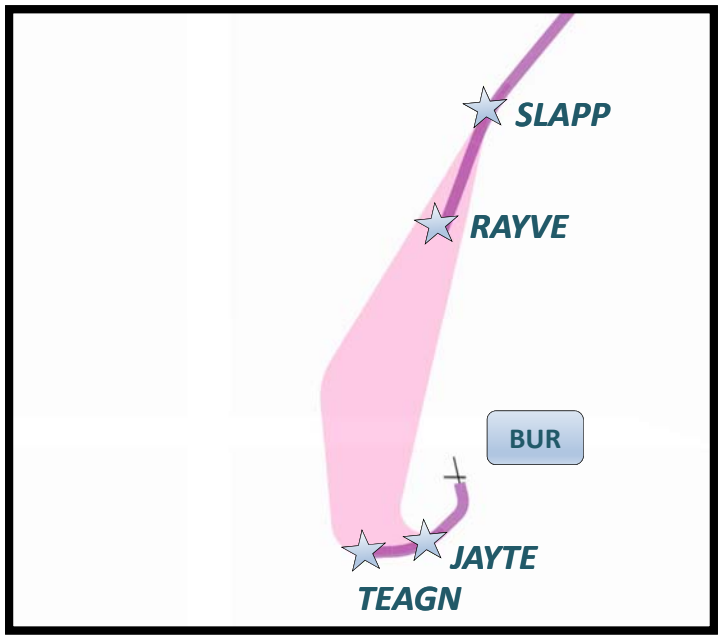
What is an Open Departure Procedure?



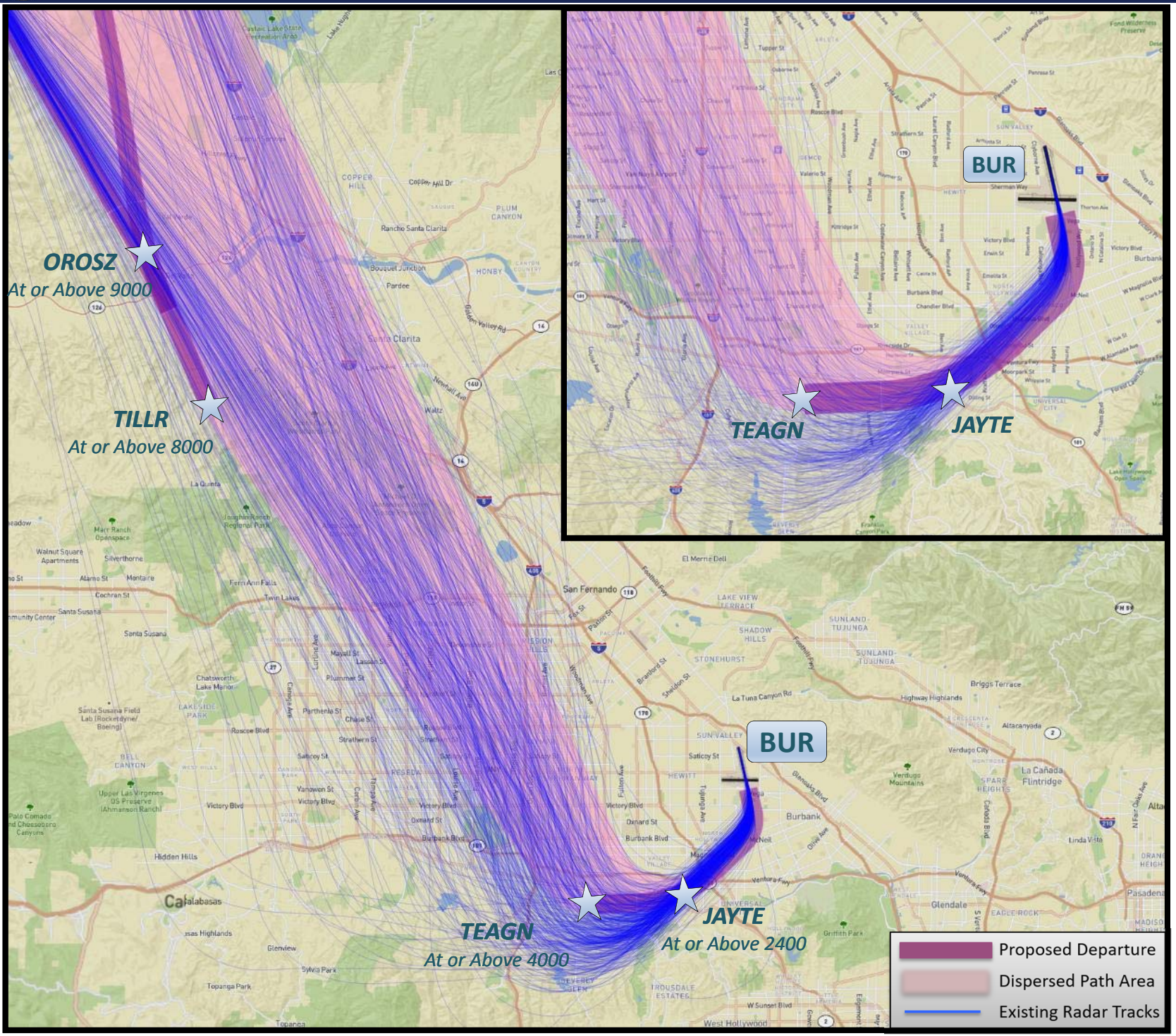
- **Because of the airspace complexity and congestion around Burbank, the FAA determined that Burbank would benefit from a new, hybrid departure route known as an "open" departure. An open departure begins with a satellite-based navigation segment, then transitions to a segment where air traffic controllers can dynamically maneuver aircraft through certain congested areas, and then connects with another satellite-based segment.**
- **To this extent, the proposed "open" departures would formalize how air traffic controllers generally handle Burbank departures today. However, the proposed "open" departures would provide more precise and predictable flight paths than the procedures that are currently in use.**
- **Today, the initial route is defined simply by a compass heading, which can be affected by factors including wind, temperature, and aircraft performance characteristics. By contrast, the initial route for the proposed "open" departures would be a satellite-based segment with a defined flight path. This would reduce the dispersion that occurs due to the above-mentioned factors.**

Proposed Open Departure for Burbank Similarities/Differences from Today





- Today, the initial route is defined simply by a compass heading, which can be affected by factors including wind, temperature, and aircraft performance characteristics.
- The point at which air traffic controllers turn aircraft varies based on air traffic in the area as well as other operational conditions (other air traffic, weather conditions, etc.).
- By contrast, the initial route for the proposed “open” departures would be a satellite-based segment with a defined flight path. They would provide an automatic initial turn westward without air traffic controllers issuing instructions. This would reduce the dispersion that occurs due to the above-mentioned factors.
- It also would help reduce the “overfly” area to the south of Burbank and provide additional separation from aircraft that are on the north downwind arrival path for LAX

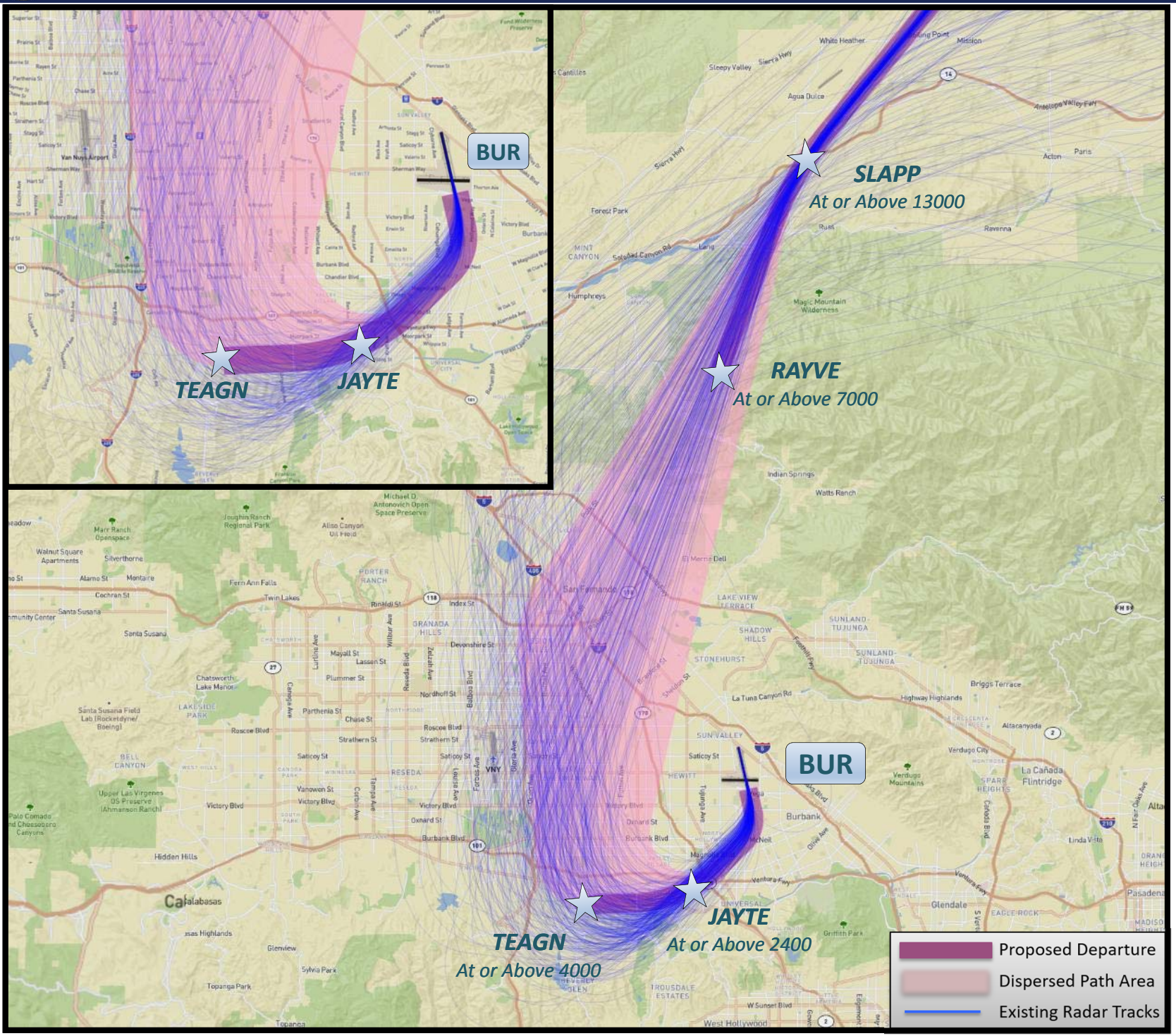


BUR Hollywood Burbank Airport

Proposed OROSZ3 Departure with current OROSZ2 flight tracks

Runway 15

- **The magenta lines and their width are not intended to depict a flight corridor or boundary.**
- **Shaded areas are added solely to depict the general area where aircraft will be vectored to join the en route segments.**
- **They do not depict a route centerline or flight corridor or boundary area, respectively.**
- **This slide shows existing flight tracks, the proposed amendments, and the area where we expect controllers will direct (or vector) aircraft**



BUR Hollywood Burbank Airport

Proposed SLAPP2 Departure with current SLAPP1 flight tracks

Runway 15

- **The magenta lines and their width are not intended to depict a flight corridor or boundary.**
- **Shaded areas are added solely to depict the general area where aircraft will be vectored to join the en route segments.**
- **They do not depict a route centerline or flight corridor or boundary area, respectively.**
- **This slide shows existing flight tracks, the proposed amendments, and the area where we expect controllers will direct (or vector) aircraft**