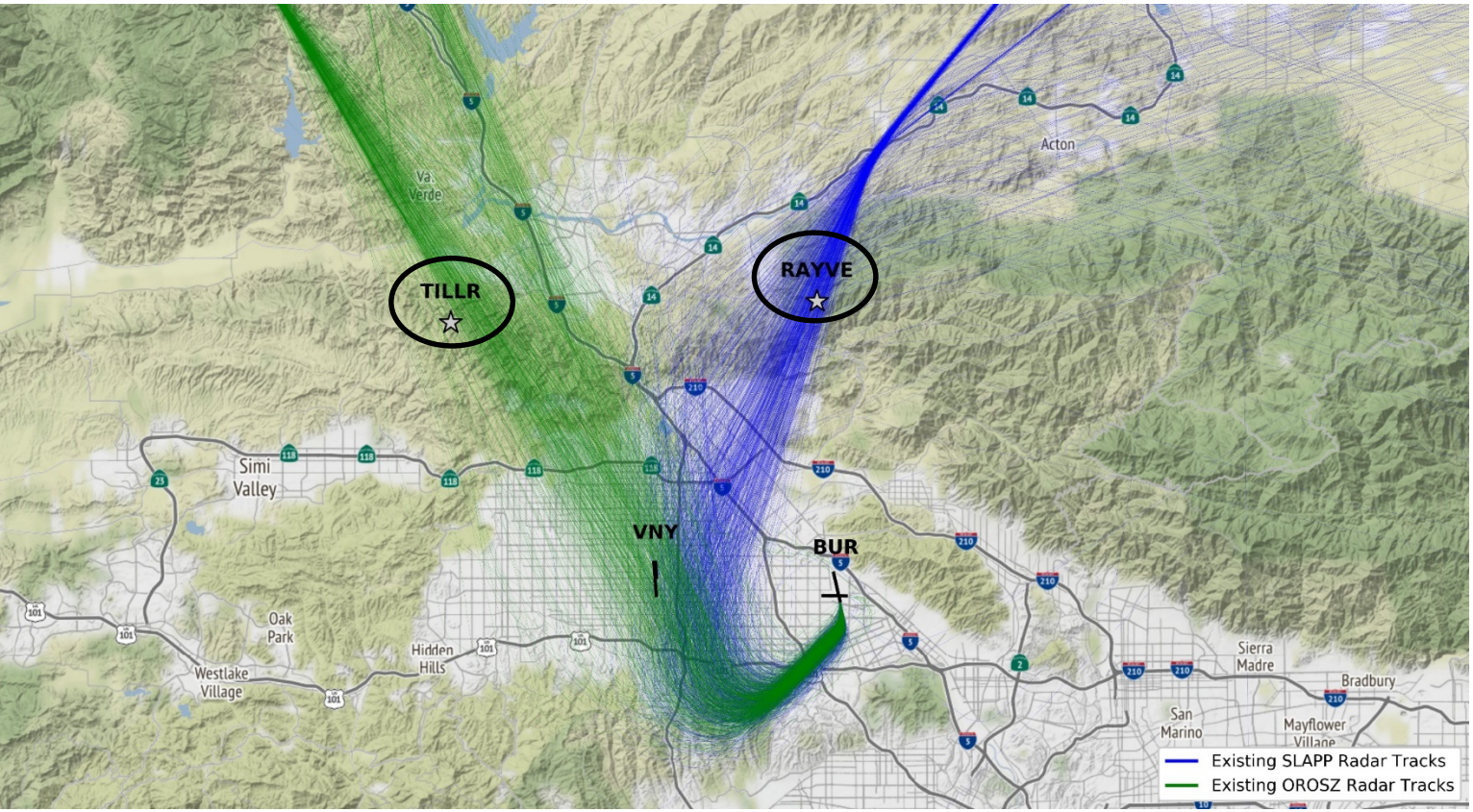
Hollywood Burbank Airport Departures

Past, Current and Proposed Procedures

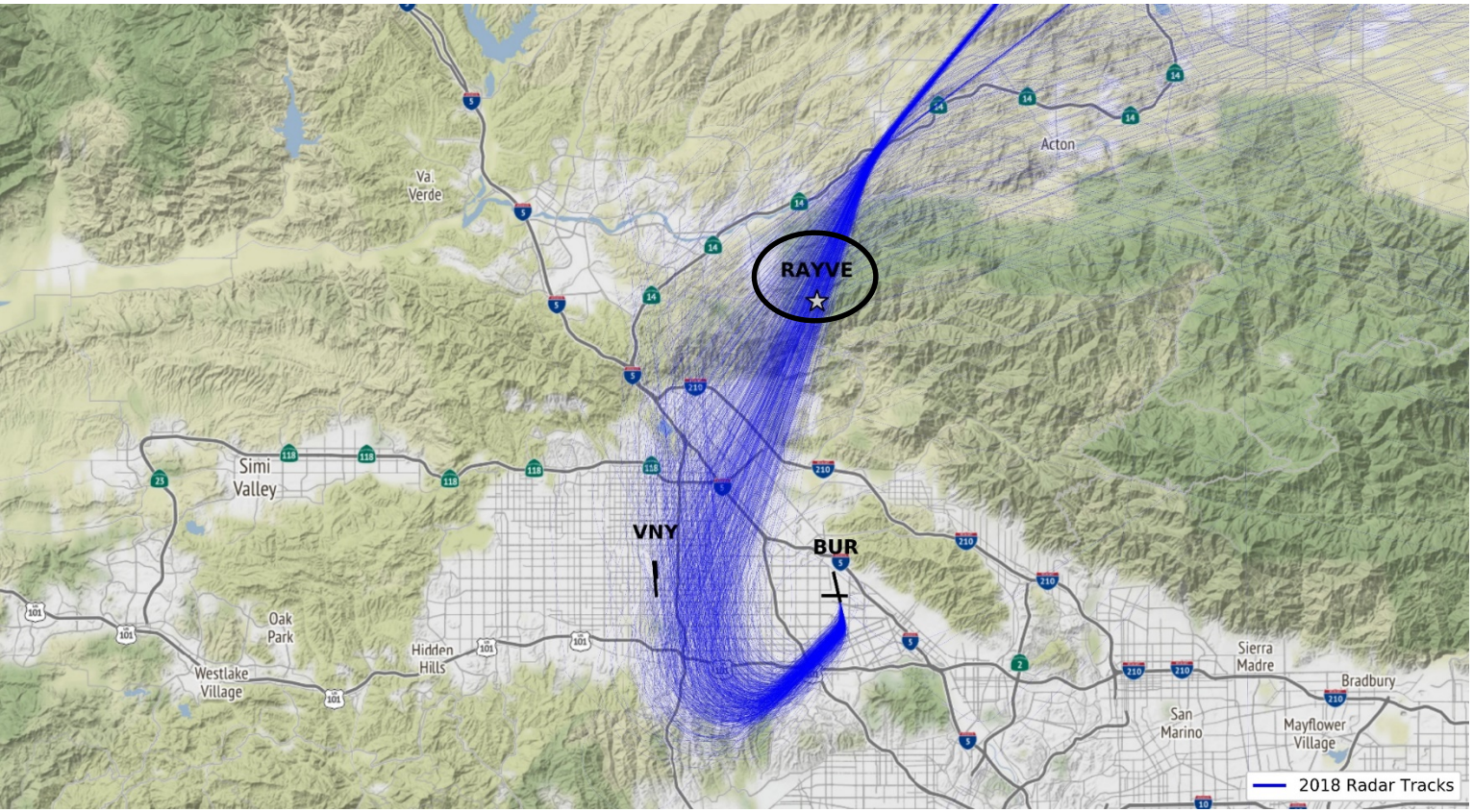
Current Flight Tracks for SLAPP and OROSZ Departure Routes



- 2018 flight tracks for the OROSZ and SLAPP procedures
- 14 random days totaling 1,574 flight tracks .

- As part of the Southern California Metroplex Project, the FAA created two new satellite-based departure routes for BUR.
- These routes, which the FAA implemented in March 2017, are called the SLAPP and the OROSZ.
- The satellite-based portions of the routes begin significantly north and northwest of the airport, at the RAYVE and TILLR waypoints. They do not begin in the immediate airport environment.

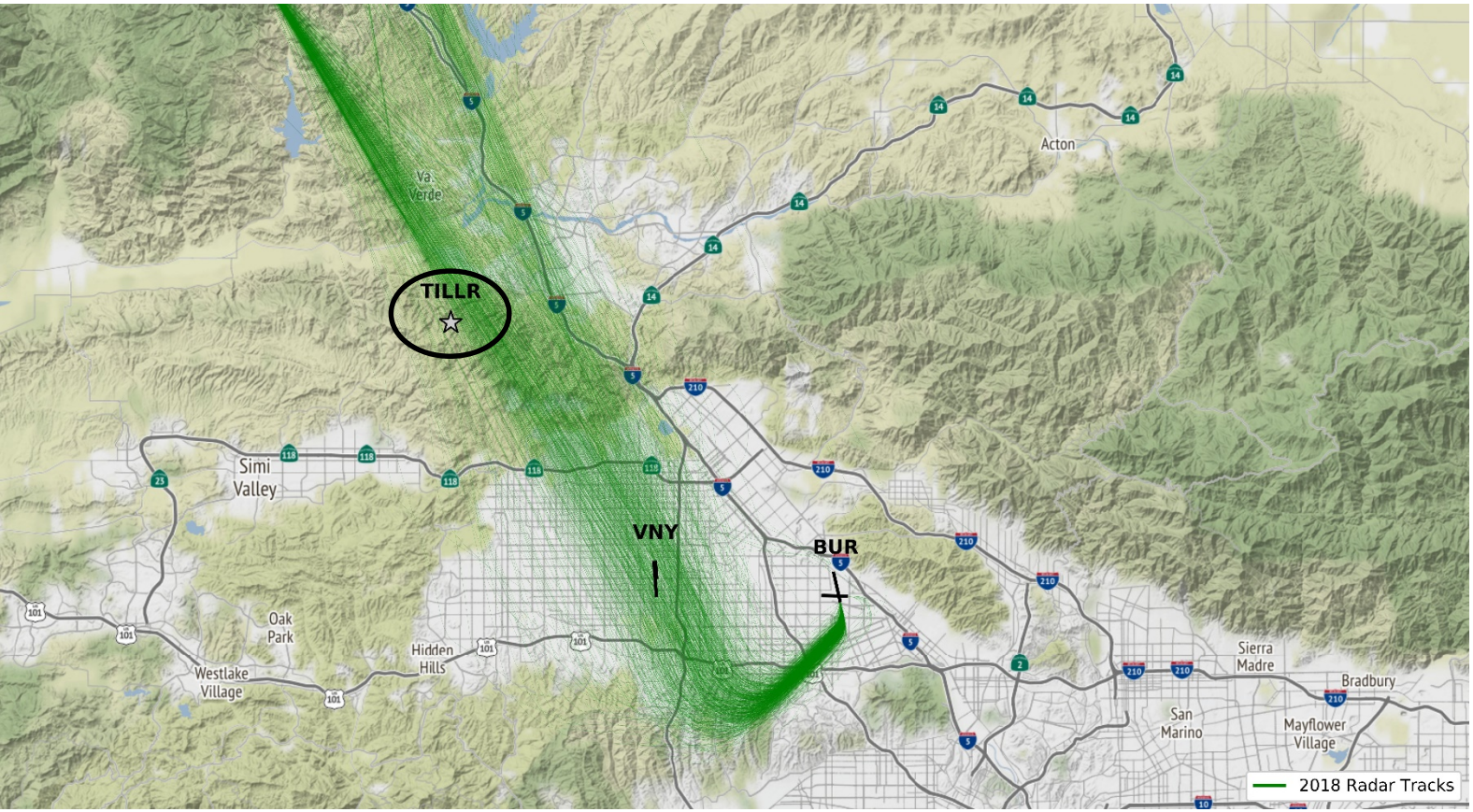
Current Flight Tracks for SLAPP Departure Route



- The satellite-based portion of the SLAPP begins at the RAYVE waypoint.
- RAYVE is approximately 11 nautical miles north of BUR.
- Aircraft pass over RAYVE at or above 7,000 feet altitude.

- 2018 flight tracks for the SLAPP procedure.
- 14 random days totaling 709 flight tracks.

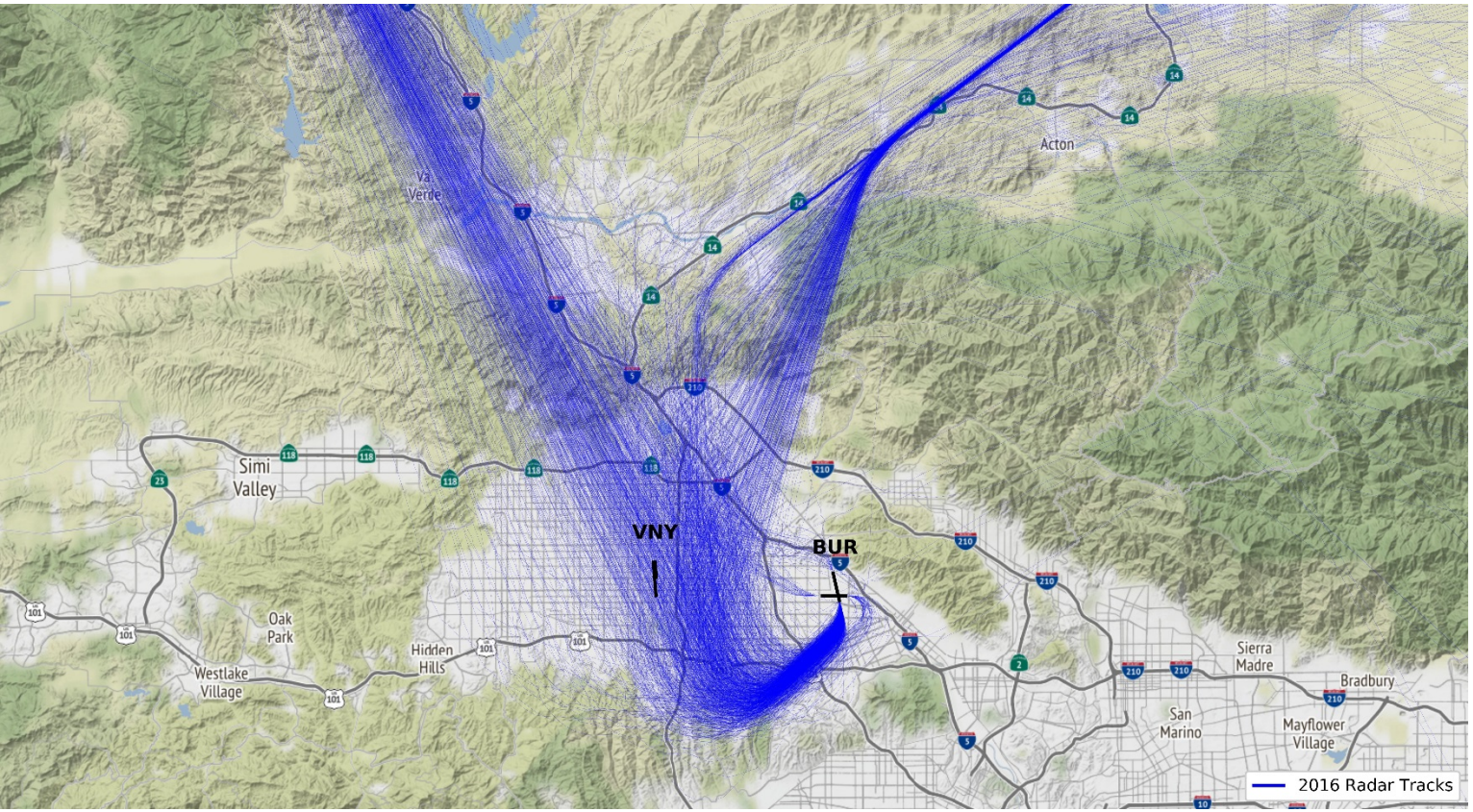
Current Flight Tracks for OROSZ Departure Route



- **The satellite-based portion of the OROSZ begins at the TILLR waypoint.**
- **TILLR is approximately 17 nautical miles northwest of BUR.**
- **Aircraft pass over TILLR at or above 8,000 feet altitude.**

- **2018 flight tracks for the OROSZ procedure.**
- **14 random days totaling 865 flight tracks.**

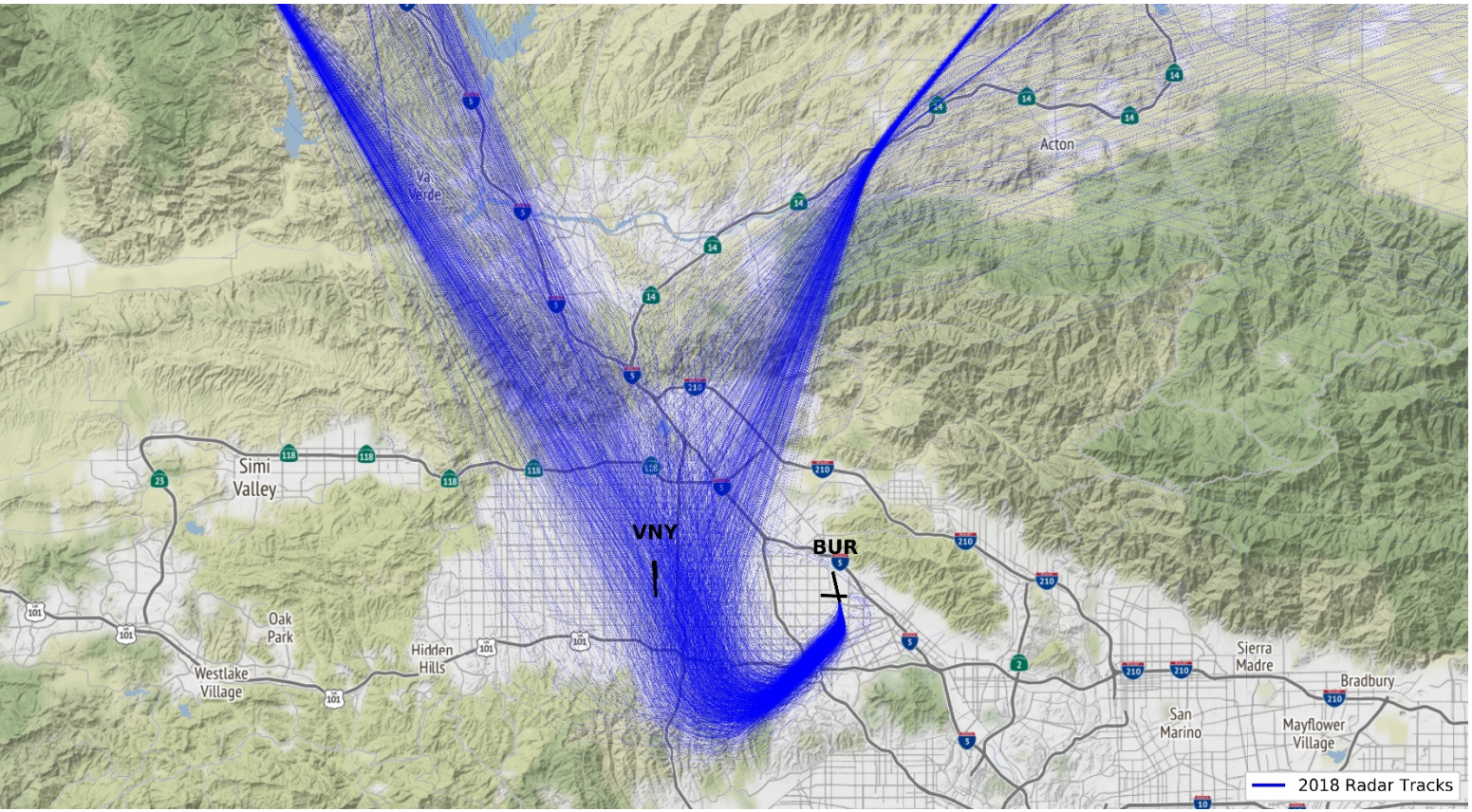
BUR Departures Pre Metroplex



- **This slide shows 2016 flight tracks for the departure routes to the northwest and northeast.**
- **14 random days totaling 1334 flight tracks.***
- **Factors that can affect flight paths include air traffic volume, air temperature and fleet mix.**

***The flight track data in Slides 5 and 6 is used throughout this presentation.**

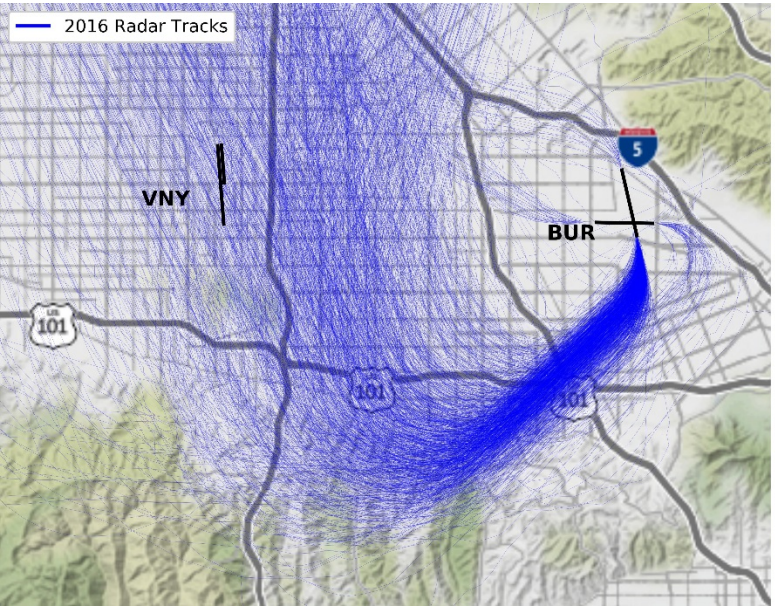
BUR Departures Post Metroplex

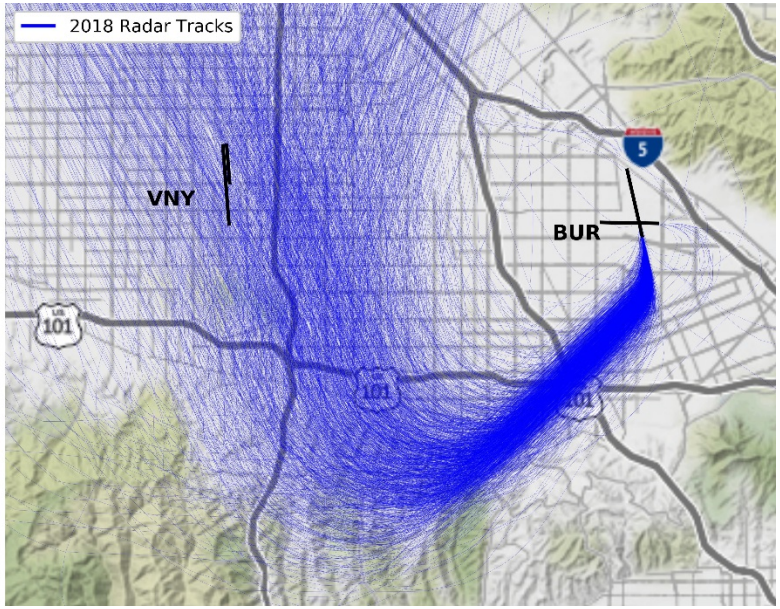


- This slide shows 2018 flight tracks for the SLAPP and OROSZ procedures.
- 14 random days totaling 1,574 flight tracks.*
- Factors that can affect flight paths include air traffic volume, air temperature and fleet mix.

*The flight track data in Slides 5 and 6 is used throughout this presentation.

Pre- and Post-Metroplex Flight Tracks

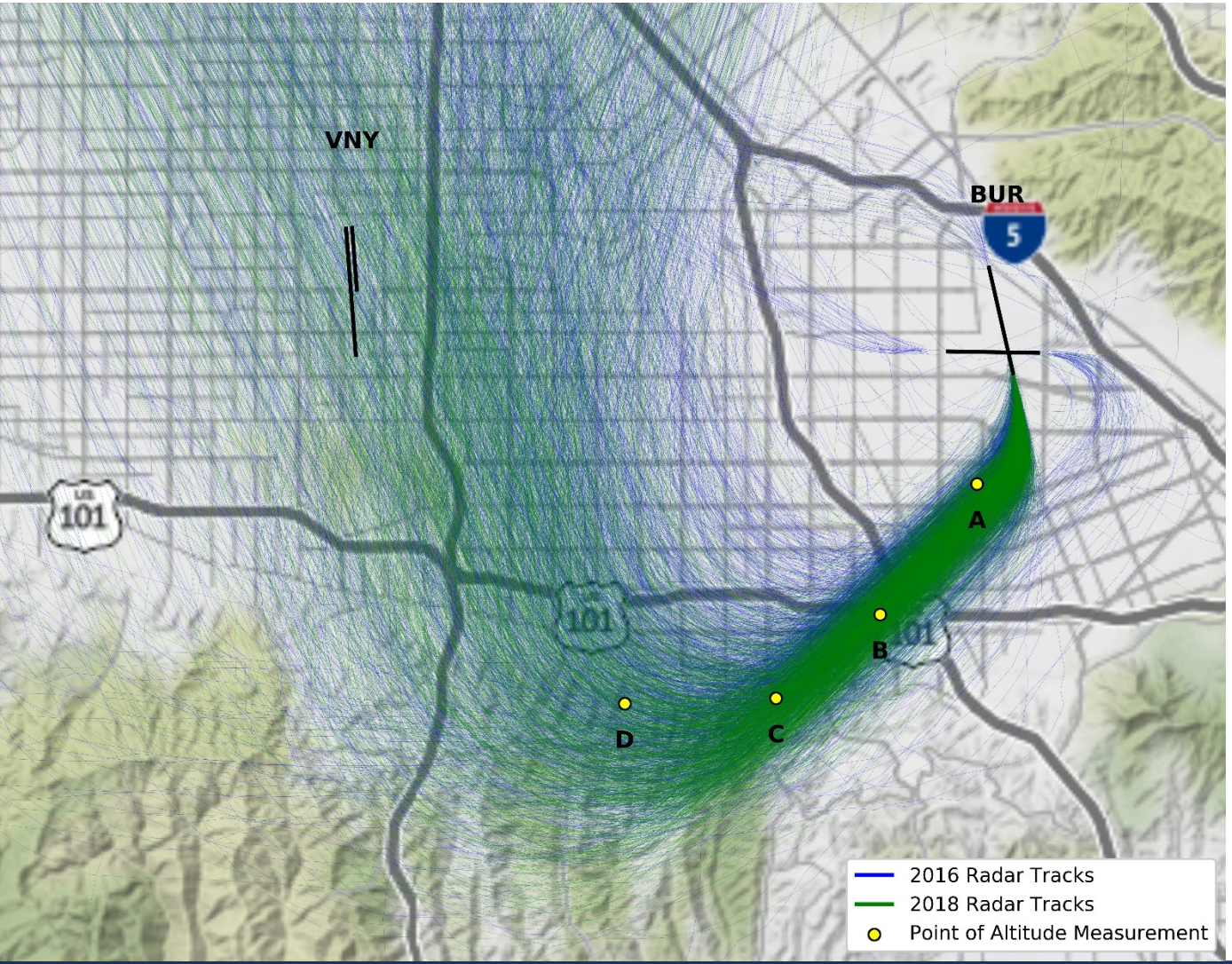




* These are the same depictions as on Slides 5 and 6.

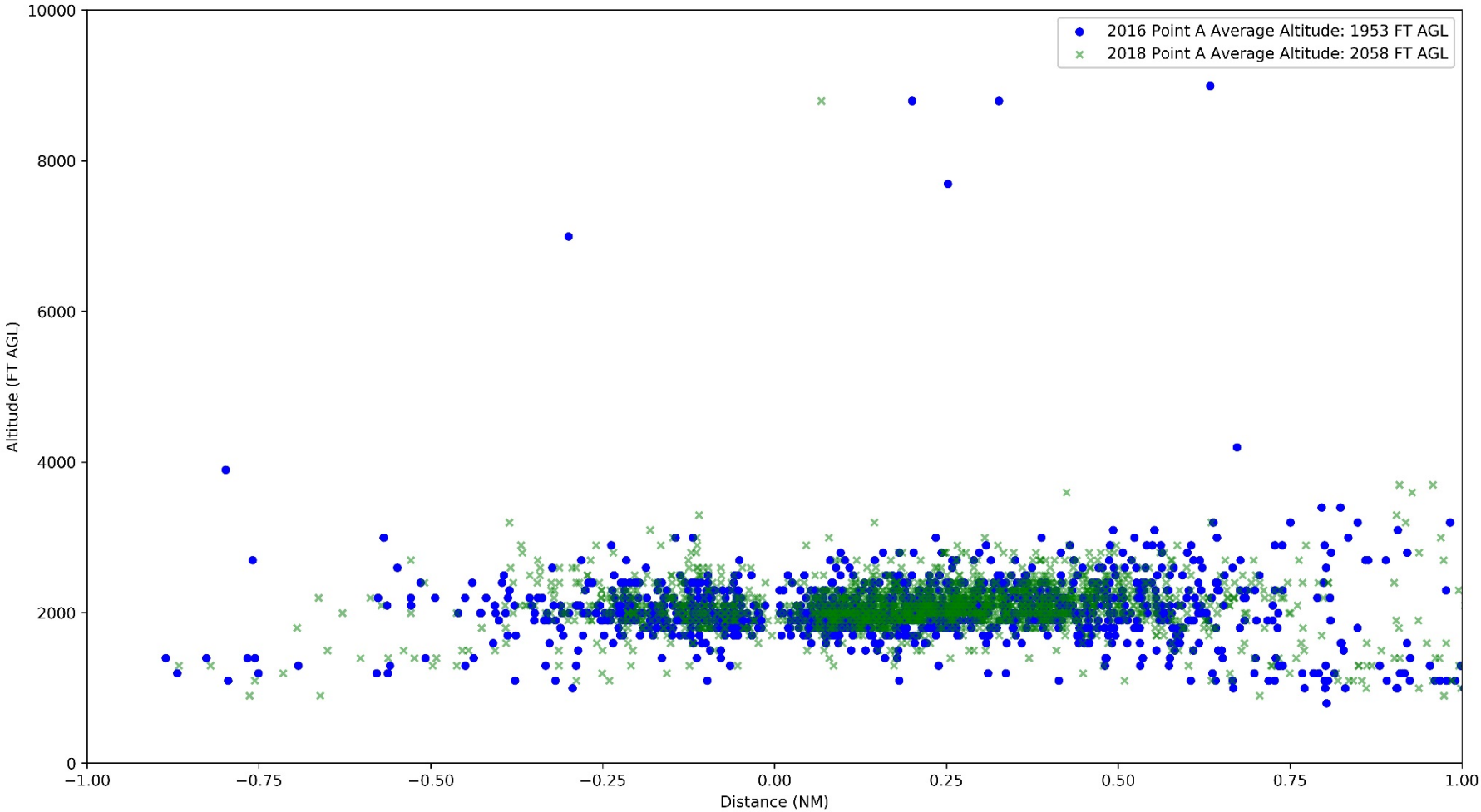
- Air traffic controllers today handle BUR departures the same way after takeoff as they did before the implementation of the SLAPP and OROSZ in March 2017.
- This slide shows pre- and post-Metroplex flight tracks of departures off Runway 15 at BUR.
- The FAA has not implemented any satellite-based route segments in the immediate airport environment.

Locations of the Four Points



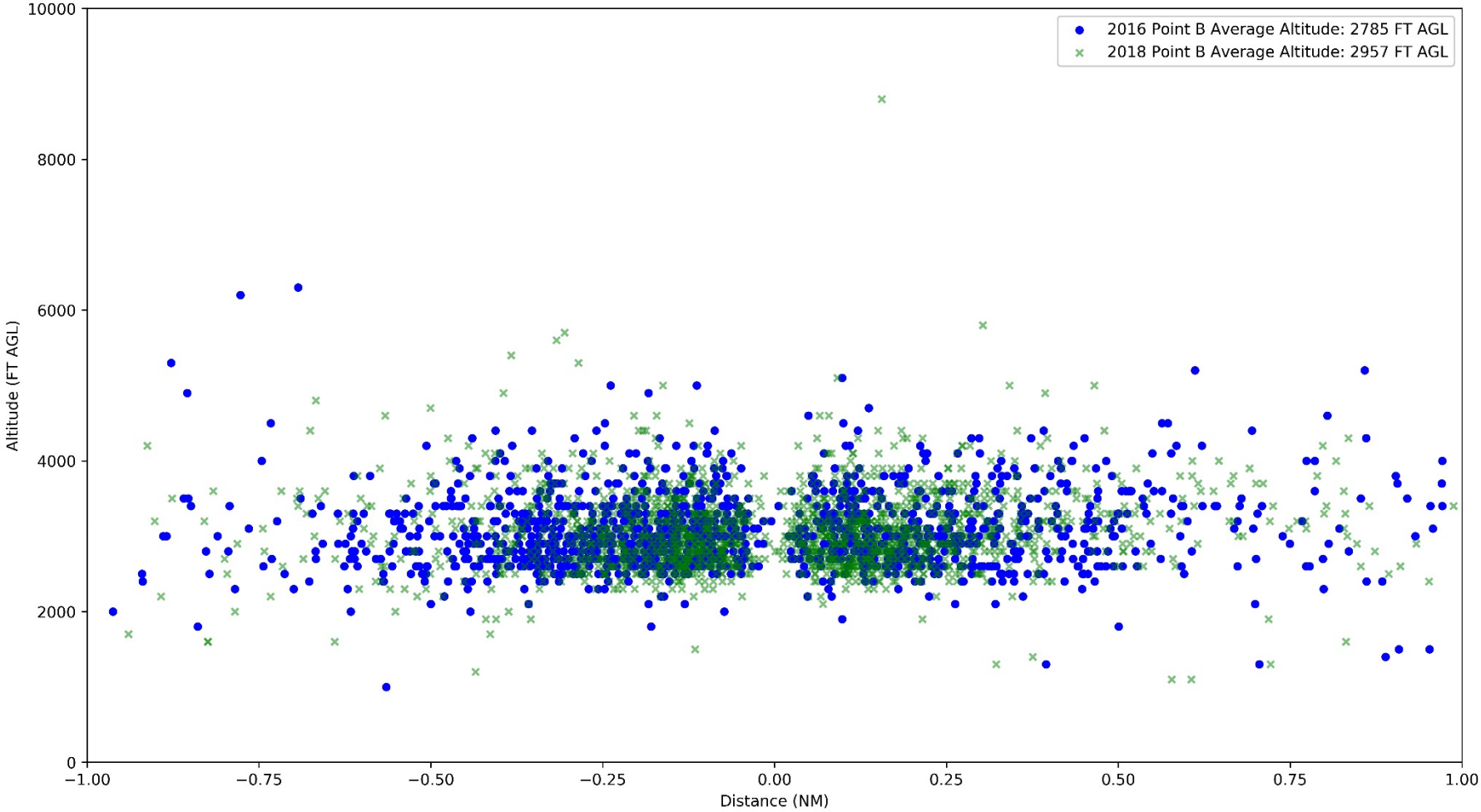
- The FAA selected four locations under the BUR departure path to compare pre- and post-Metroplex altitudes.
- Post-Metroplex average altitudes are higher than pre-Metroplex average altitudes over each of the four points.
- The next four slides provide a cross section of the altitudes of aircraft over each of the four points shown here: A, B, C and D.
- The cross sections in the next four slides show the Pre (2016) and Post (2018) Metroplex altitudes over and near the points provided.

Point A



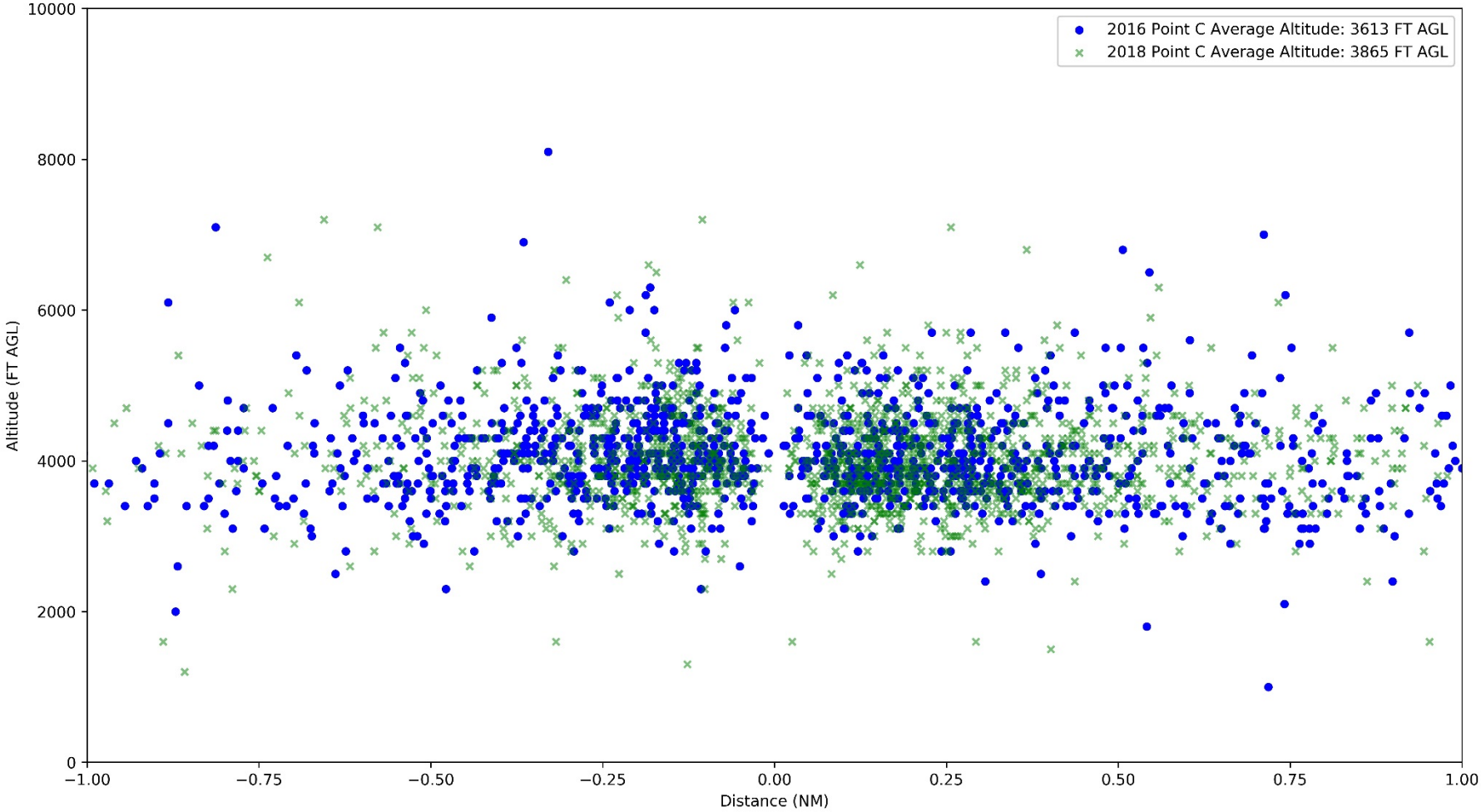
These cross section shows the Pre (2016) and Post (2018) Metroplex altitudes near the location provided. The dots indicate the altitude of each aircraft at their closest point to the location.

Point B



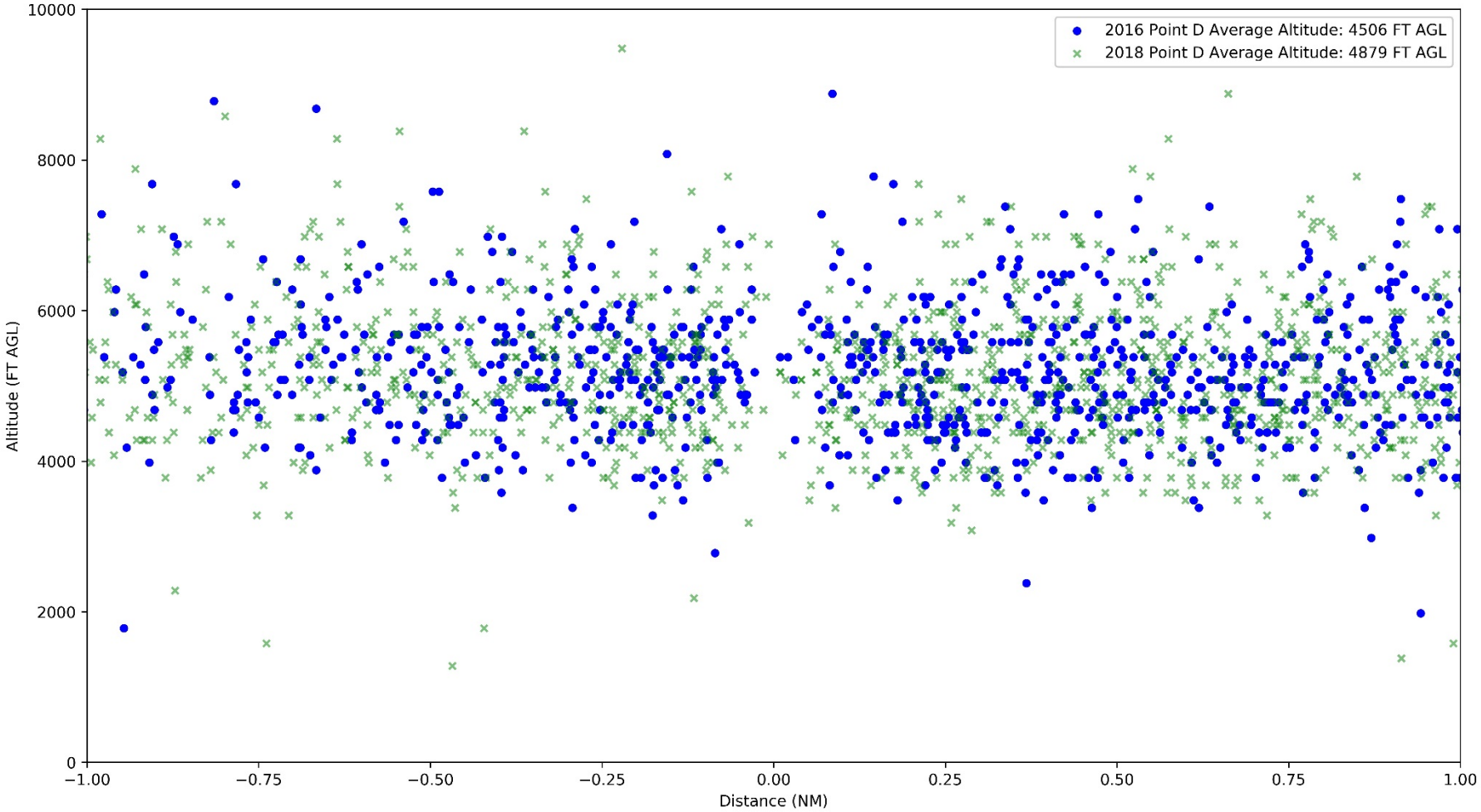
These cross section shows the Pre (2016) and Post (2018) Metroplex altitudes near the location provided. The dots indicate the altitude of each aircraft at their closest point to the location.

Point C



These cross section shows the Pre (2016) and Post (2018) Metroplex altitudes near the location provided. The dots indicate the altitude of each aircraft at their closest point to the location.

Point D



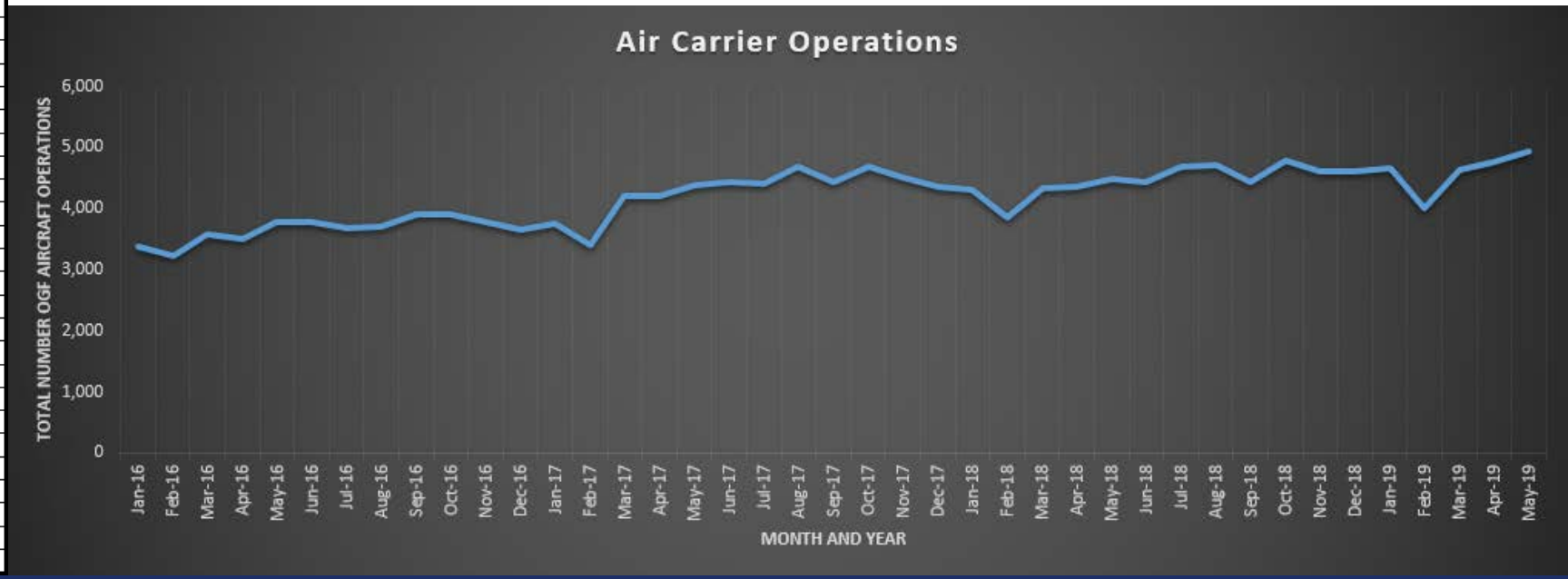
These cross section shows the Pre (2016) and Post (2018) Metroplex altitudes near the location provided. The dots indicate the altitude of each aircraft at their closest point to the location.

BUR Air Carrier Operations

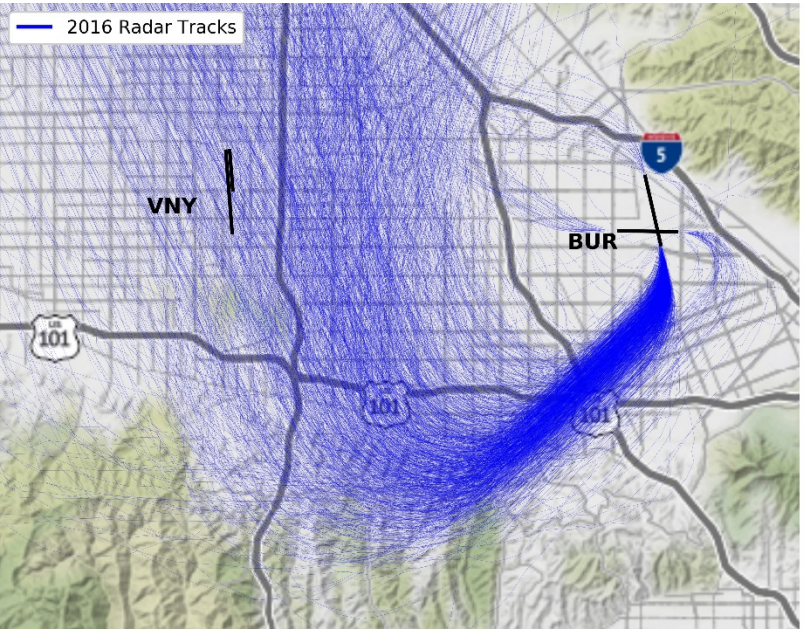
Jan-16	3,379
Feb-16	3,214
Mar-16	3,577
Apr-16	3,498
May-16	3,773
Jun-16	3,780
Jul-16	3,675
Aug-16	3,698
Sep-16	3,914
Oct-16	3,916
Nov-16	3,771
Dec-16	3,646
Jan-17	3,756
Feb-17	3,405
Mar-17	4,215
Apr-17	4,207
May-17	4,391
Jun-17	4,424
Jul-17	4,416
Aug-17	4,679
Sep-17	4,437
Oct-17	4,674
Nov-17	4,511
Dec-17	4,363
Jan-18	4,306
Feb-18	3,867
Mar-18	4,345
Apr-18	4,363
May-18	4,488
Jun-18	4,441
Jul-18	4,685
Aug-18	4,722
Sep-18	4,446
Oct-18	4,792
Nov-18	4,598
Dec-18	4,619
Jan-19	4,662
Feb-19	4,011
Mar-19	4,638
Apr-19	4,770
May-19	4,934

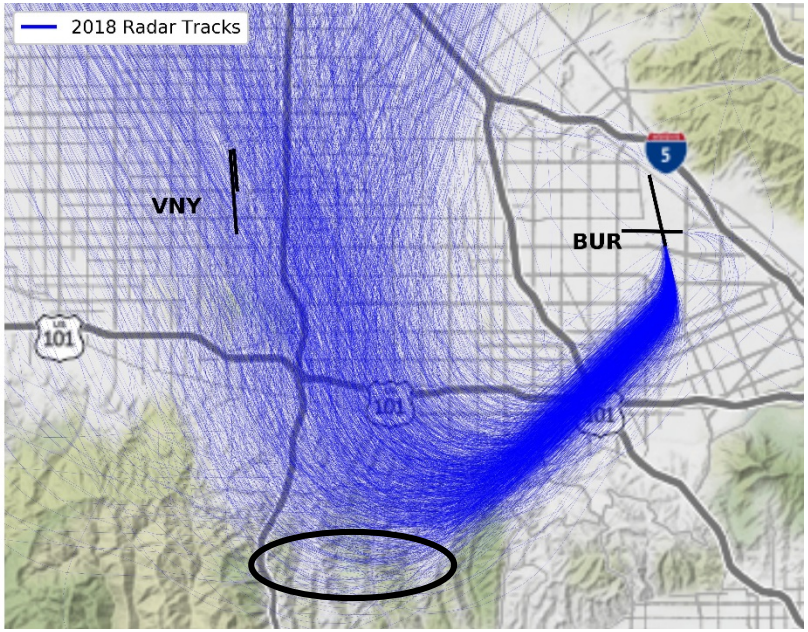
Annual BUR air carrier operations increased 22.4 percent between 2016 and 2018

Calendar Year	Total Air Carrier Operations
2016	43,841
2017	51,478
2018	53,672
2019*	23,015
* Operations through May 2019	



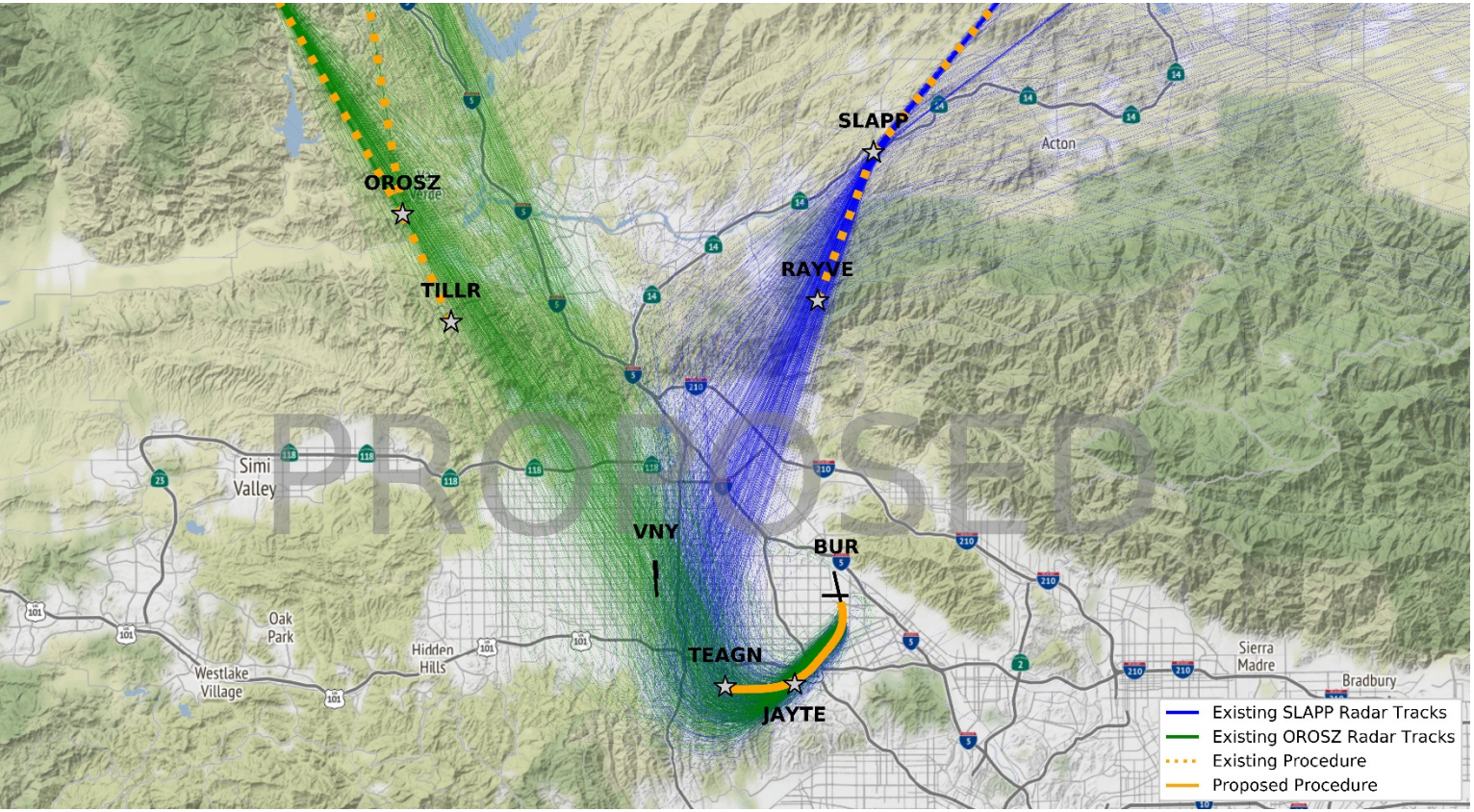
Pre-and Post-Metroplex Flight Tracks





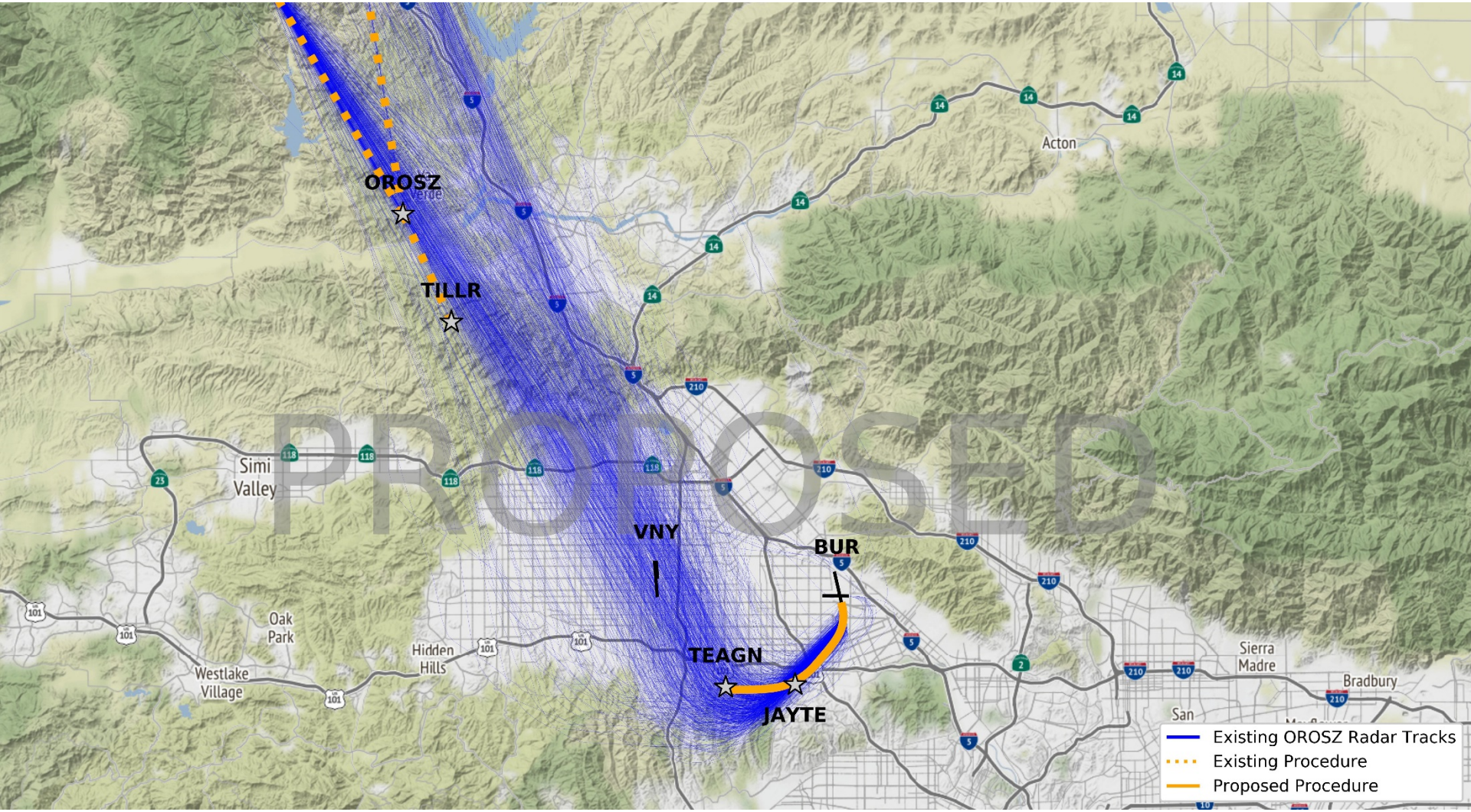
- It appears the Runway 15 departure tracks from 2018 have shifted slightly south compared to the tracks from 2016.
- The FAA has not implemented any satellite-based route segments in the immediate airport environment.
- Factors that can affect flight paths include air traffic volume, air temperature and fleet mix.

Proposed SLAPP and OROSZ Procedure Amendments

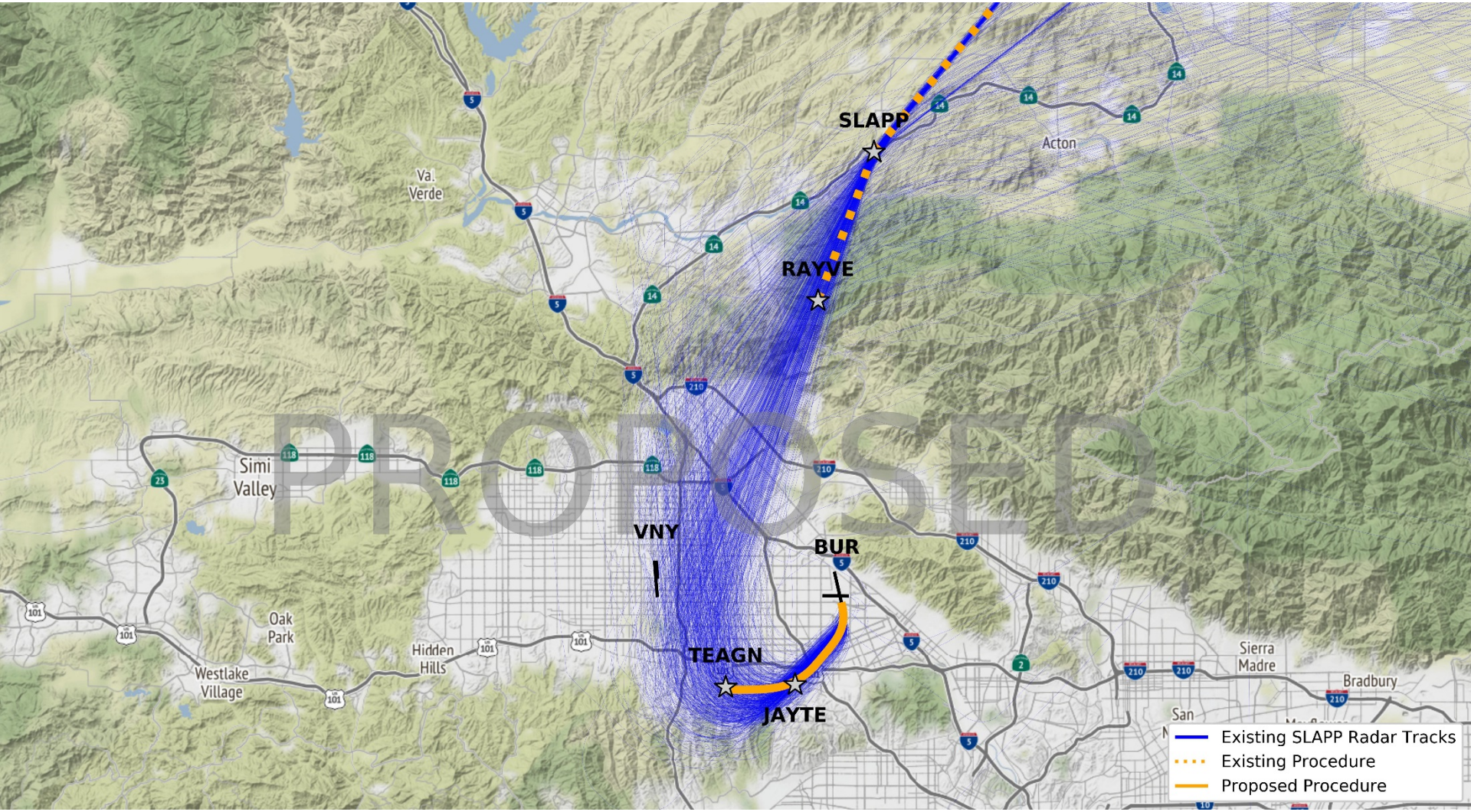


- Today, aircraft departing from BUR on the SLAPP and OROSZ fly an initial compass heading before controllers turn them toward RAYVE and TILLR.
- The FAA is proposing to amend the SLAPP and the OROSZ.
- The proposed amendments would create an initial satellite-based route segment that aircraft on both routes would follow.
- Aircraft would fly this segment automatically, without receiving instructions from air traffic controllers.
- Aircraft would fly over the JAYTE waypoint at or above 2,400 feet MSL. Controllers would then turn the aircraft north or northwest before they reach the TEAGN waypoint.
- Controllers would vector aircraft until they reach the RAYVE or TILLR waypoints, where they would resume flying satellite-based segments.

Proposed OROSZ Procedure



Proposed SLAPP Procedure



Status of the Proposed Amendments

- **The FAA has not implemented the proposed amendments to the SLAPP and OROSZ.**

- **The FAA will prepare an Environmental Assessment of the proposed amendments. The agency made this decision following two FAA workshops about the proposal held in Burbank in November 2018.**

- **The Environmental Assessment will evaluate the potential environmental impacts of the proposed amendments to the OROSZ and SLAPP, and any reasonable alternatives to the proposed amendments.**

- **The FAA is in the process of a developing a timeline for preparing the Environmental Assessment. The agency will provide Environmental Assessment updates on its Burbank Community Involvement website: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/bur**