



Federal Aviation
Administration

Proposed Area Navigation Standard Instrument Departure Procedures at Hollywood Burbank Airport

Introduction

The Federal Aviation Administration (FAA) is proposing to amend two existing departure routes for Hollywood Burbank Airport (BUR).

Background

The proposed amendments to the two departure routes, the OROSZ and SLAPP, would fulfill the terms of a Settlement Agreement between the FAA, Benedict Hills Estates Association and Benedict Hills Homeowners Association, and will continue to provide safe and efficient operations at Hollywood Burbank Airport and the surrounding airspace.

Purpose of Project

The FAA implemented the OROSZ and the SLAPP routes in March 2017. They were part of the FAA's Southern California Metroplex project, which included dozens of new satellite-based arrival and departure routes for airports throughout the region.

Satellite-based routes improve safety and efficiency because they have more precise and predictable flight paths than conventional routes, whose paths are determined by ground-based equipment. Satellite-based routes have fixed paths, altitudes and speeds, and are programmed into flight management computers onboard aircraft.

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.

Because of these factors, 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 may reduce the dispersion that currently occurs on the initial portion of the route due to the above-mentioned factors.

The FAA had wanted to make the OROSZ and the SLAPP "open" departures when the agency was designing the Southern California Metroplex project in 2012. However, the FAA was unable to do so because the agency had not yet established the safety criteria for "open" departures. The FAA ultimately adopted open-departure criteria in 2016, after the Southern California Metroplex routes had been designed.

In October 2016, the Benedict Hills Estates Association and Benedict Hills Homeowners Association filed a lawsuit challenging the environmental review for the Southern California Metroplex project.

In March 2018, the FAA and the petitioners reached an agreement to settle the lawsuit. The agreement

called for the FAA to implement two “open” departures for Hollywood Burbank Airport.

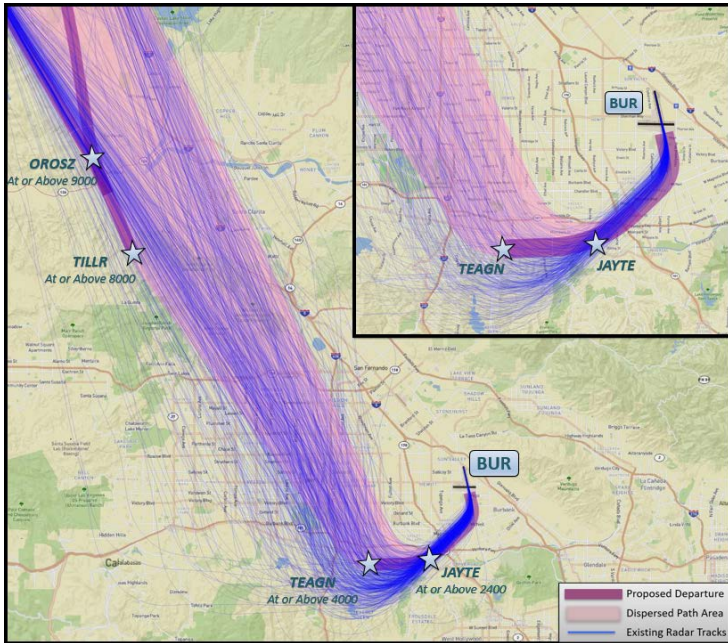
Aircraft using the proposed departures would fly within current flight tracks. The FAA is now completing its safety and environmental reviews of the two proposed open departures.

Comments

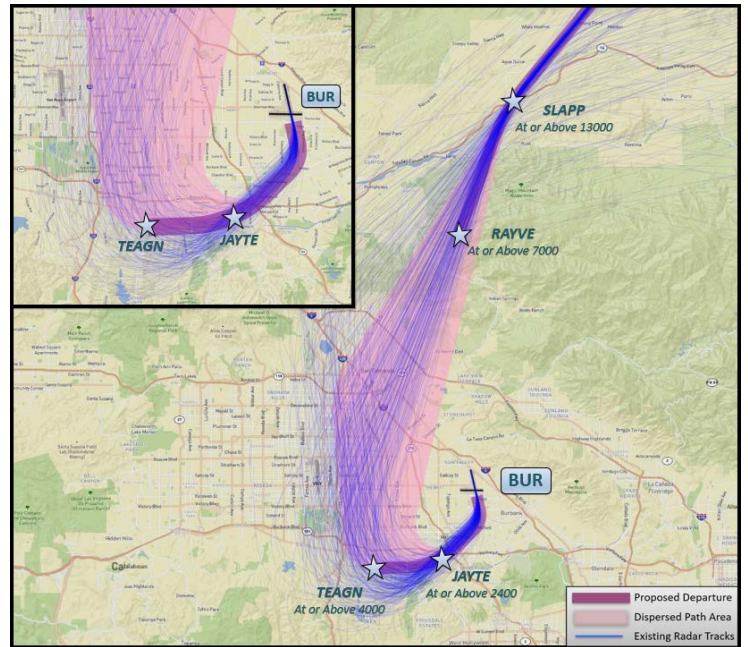
The FAA will accept public comments on the proposed amendments from October 19, 2018 through November 18, 2018. Comments can be submitted here

at the workshops, via U.S. mail or online at: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/bur

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Proposed OROSZ3 Departure



Proposed SLAPP2 Departure