BUR Bob Hope Airport
VNY Van Nuys Airport

STAR (Arrival)
BUR/VNY ROKKR ONE RNAV STAR

ROKKR ONE

- Ties into new BUR Runway 08 RNP Approach

- Follows historical tracks of BUR CEEME STAR

- Maintains lateral, before leading to vertical separation from LAX IRNMN STAR

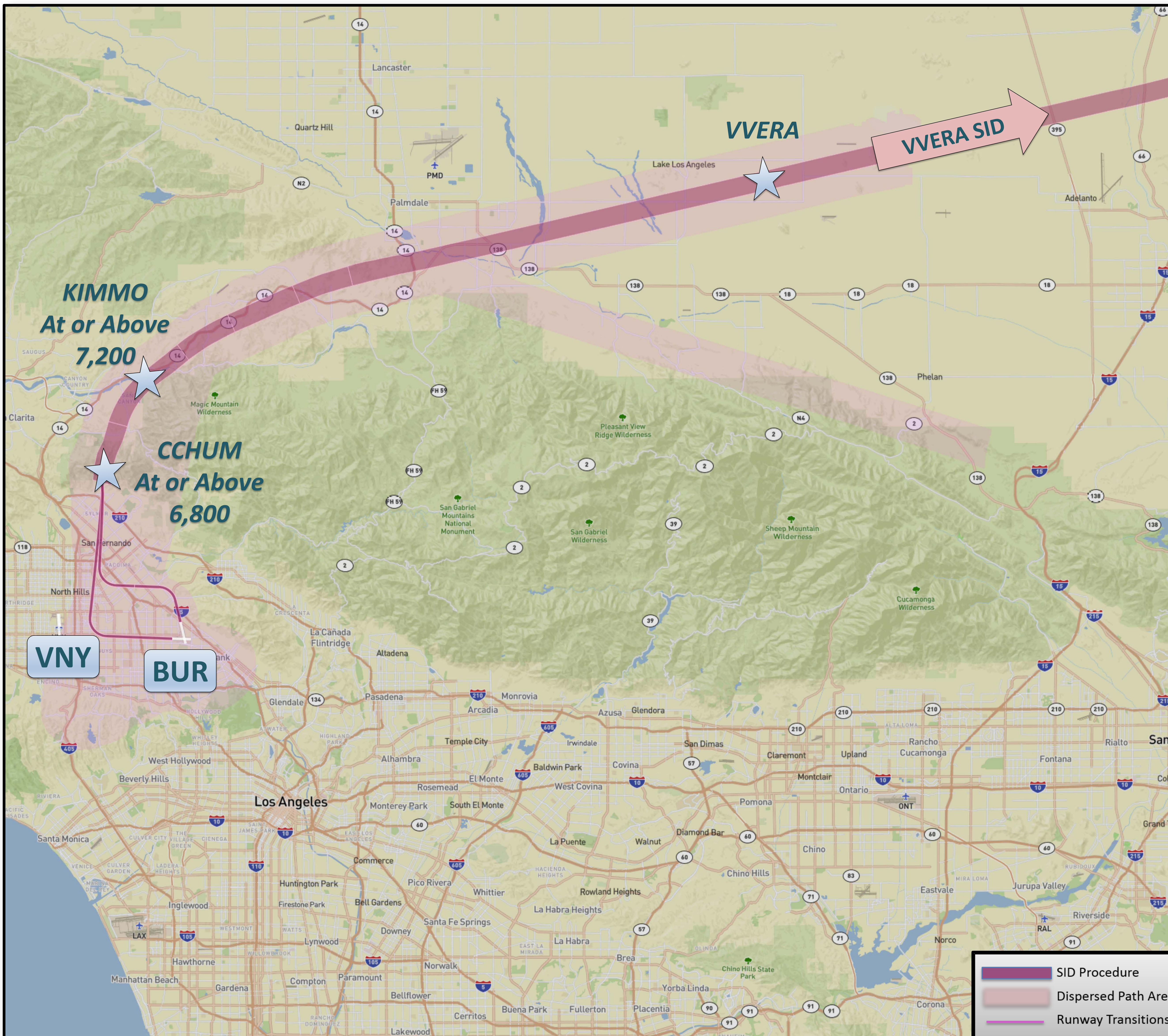- OPD is less than optimal due to interactions with LAX IRNMN STAR

ROKKR STAR

ROKKR
11,000-12,000

HNTUN
At 7,000

MAURK
At 6,000

MIKEI
At 7,000

EHUNT
At 6,000

VNY   BUR

Legend:
- STAR Procedure
- RNAV (RNP)
- Dispersed Path Area
- Existing Radar Tracks

BUR Bob Hope Airport

VNY Van Nuys Airport

SID (Departure)
BUR/VNY VVERA ONE (Props) RNAV SID

VVERA ONE

- For prop departures to the northeast

- Serves all BUR runways and VNY Runway 34

- Laterally separated from BUR SLAPP and VNY HARYS SIDs, reducing complexity and interaction with BUR/VNY jet departures to the northeast

VVERA

VVERA SID

KIMMO
At or Above
7,200

CCHUM
At or Above
6,800

VNY

BUR

	SID Procedure
	Dispersed Path Area
	Runway Transitions

VNY Van Nuys Airport

SID (Departure)
VNY HARYS ONERNAV SID
VNY ROSCOE ONE (Props) RNAV SID
VNY WLKKR ONE RNAV SID

HARYS ONE
- Serves Runway 16 jet departures routed to the east
- Provides segregated routing after SLAPP for VNY prop and jet departures
- Reduces complexity based on separate jet procedures for BUR and VNY departures

ROSCOE ONE
- Serves Runway 16 prop departures to the northeast
- Laterally separated from BUR SLAPP and VNY HARYS SIDs, reducing complexity and interaction with BUR/VNY jet departures to the northeast

WLKKR ONE
- Serves Runway 16 jet departures routed to the north
- Current procedure relies on ground based navigational aids

OROSZ
At or Above
9,000

SLAPP
At or Above
13,000

WLKKR
At or Above
8,000

HARYS

VNY

HARYS SID

ROSCOE SID

WLKKR SID

Legend:
- SID Procedure
- Dispersed Path Area
- Existing Radar Tracks