

PREVIEW OF PRESENTATION TO

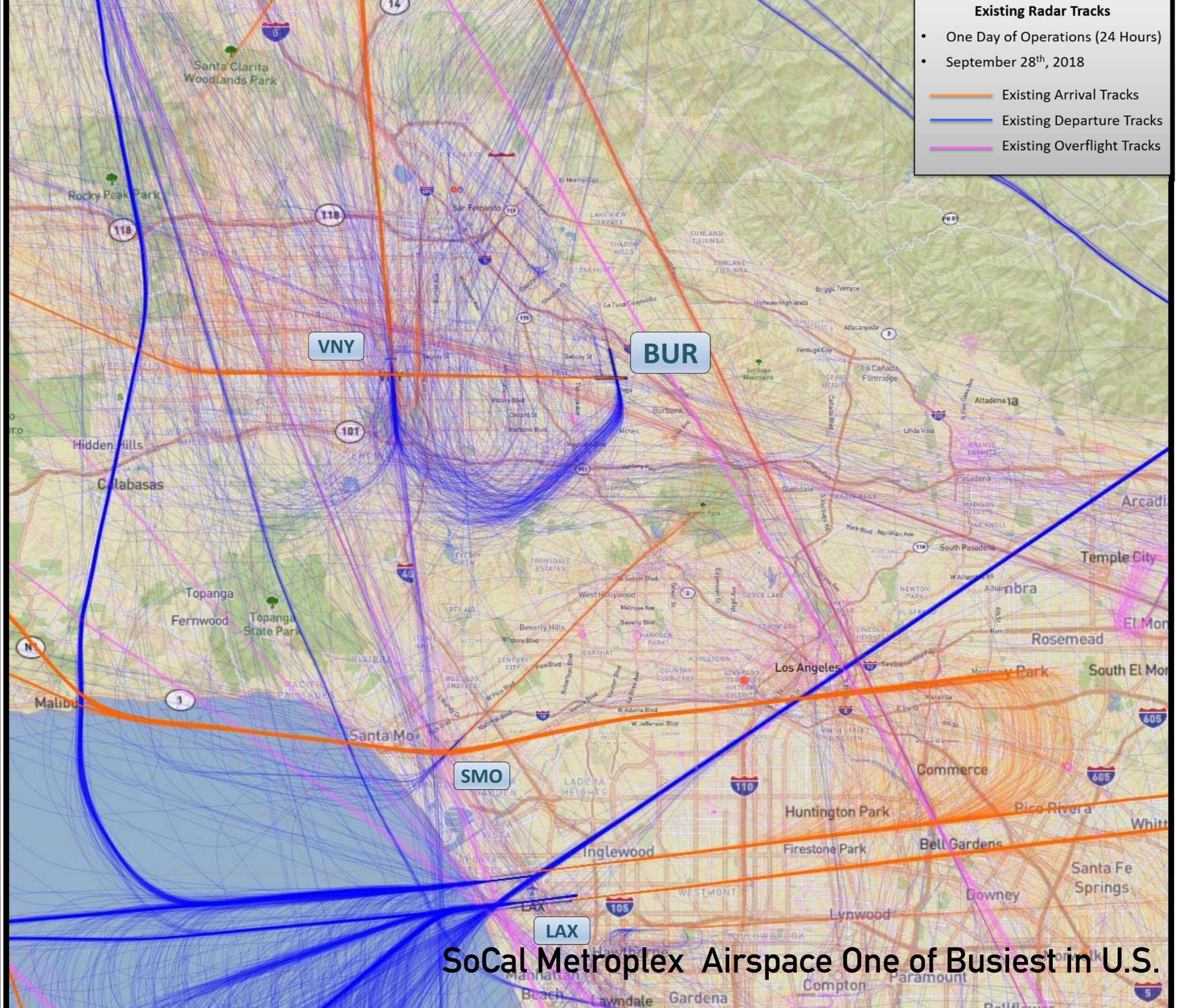
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**JOINT AIRPORT TASK FORCE**

**Existing Radar Tracks**

- One Day of Operations (24 Hours)
- September 28<sup>th</sup>, 2018

- Existing Arrival Tracks
- Existing Departure Tracks
- Existing Overflight Tracks



**SoCal Metroplex Airspace One of Busiest in U.S.**

# WHY FLIGHT TRACKS HAVE SHIFTED SOUTH

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- ▶ 1. Due to increased operations more congested airspace over SF Valley
- ▶ 2. Change in mix of aircraft towards larger jets at both VNY and BUR
- ▶ 3. Relocation of where planes at VNY begin turns from 2.2 DME to PPRRY
- ▶ 4. Relocation of GMN to OROSZ and PMD to SLAPP
- ▶ 5. RNAV procedures do not take advantage of FMS technology

Above factors have made it more difficult for ATCs to vector departures to the north without planes traveling farther along initial departure headings and subsequent headings until cleared to proceed to northern waypoints

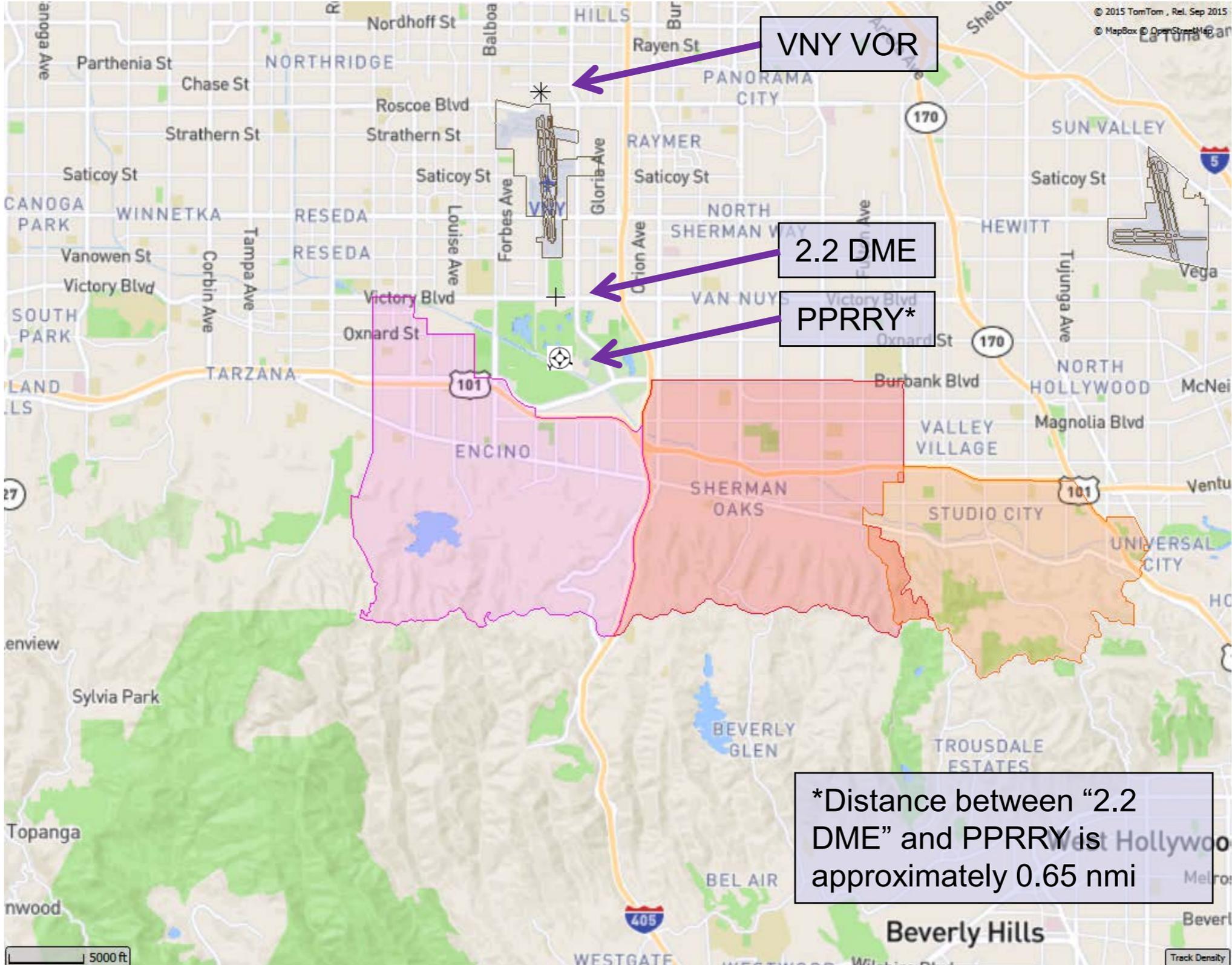
**VAN NUYS AIRPORT**

## Goals:

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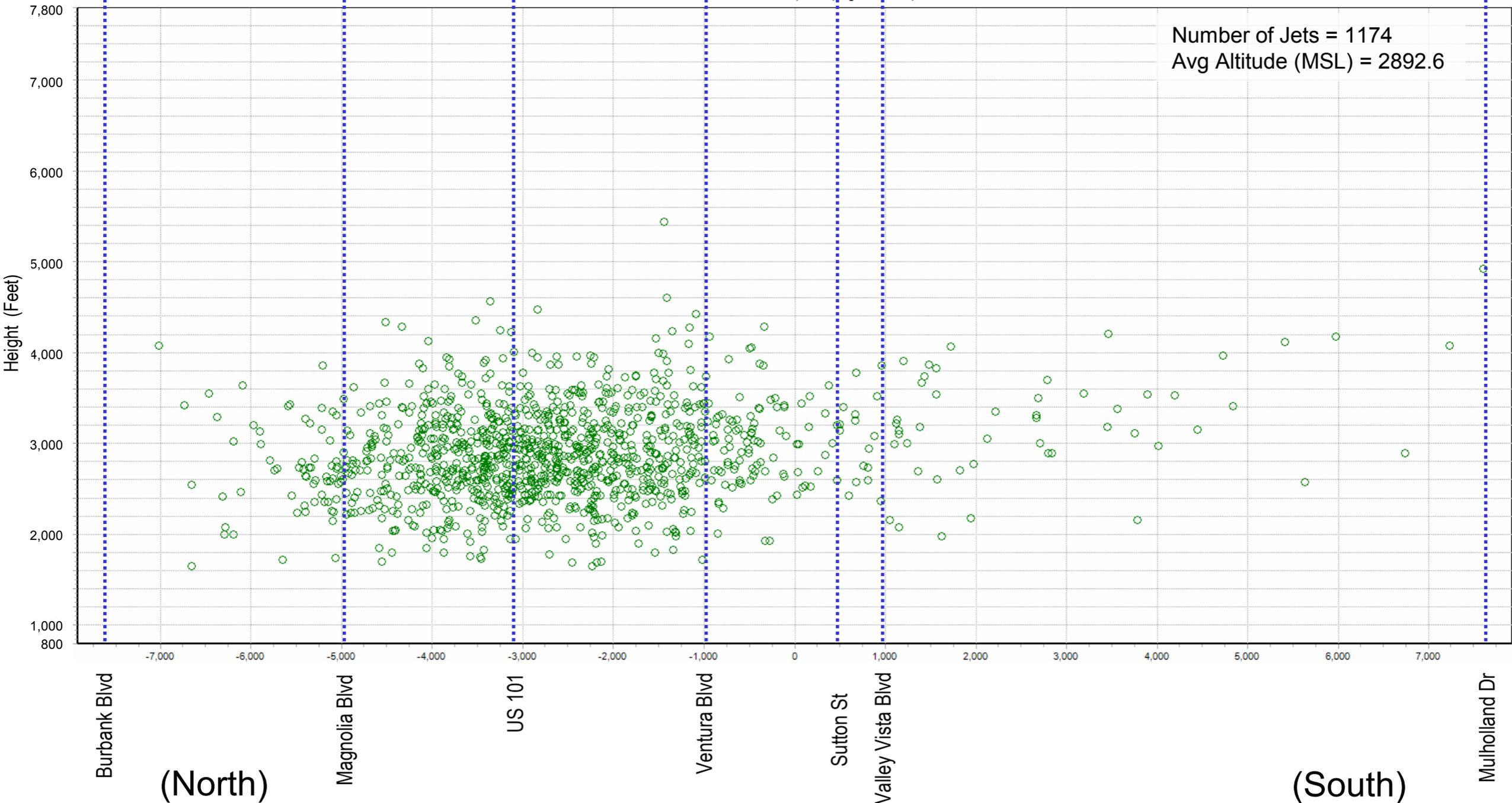
1. Reduce Noise Impacts Caused by Current Jet Departures
2. Return Flight Tracks to Way They Used to Be (i.e. 2016)

# Navigation Points - 2.2 DME and PRRRY



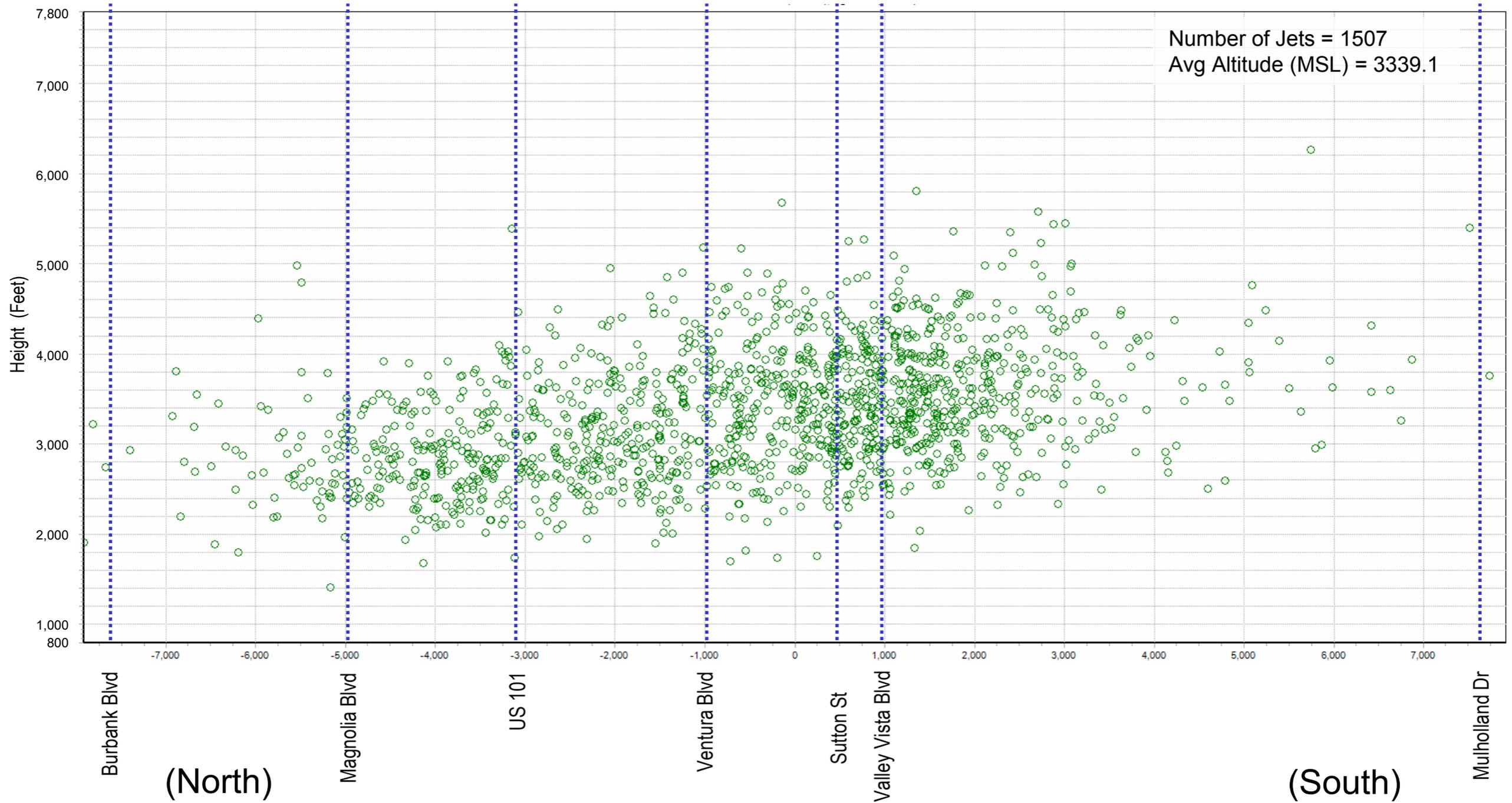
# ANOMS Gate Penetration

## Sherman Oaks – September 2016

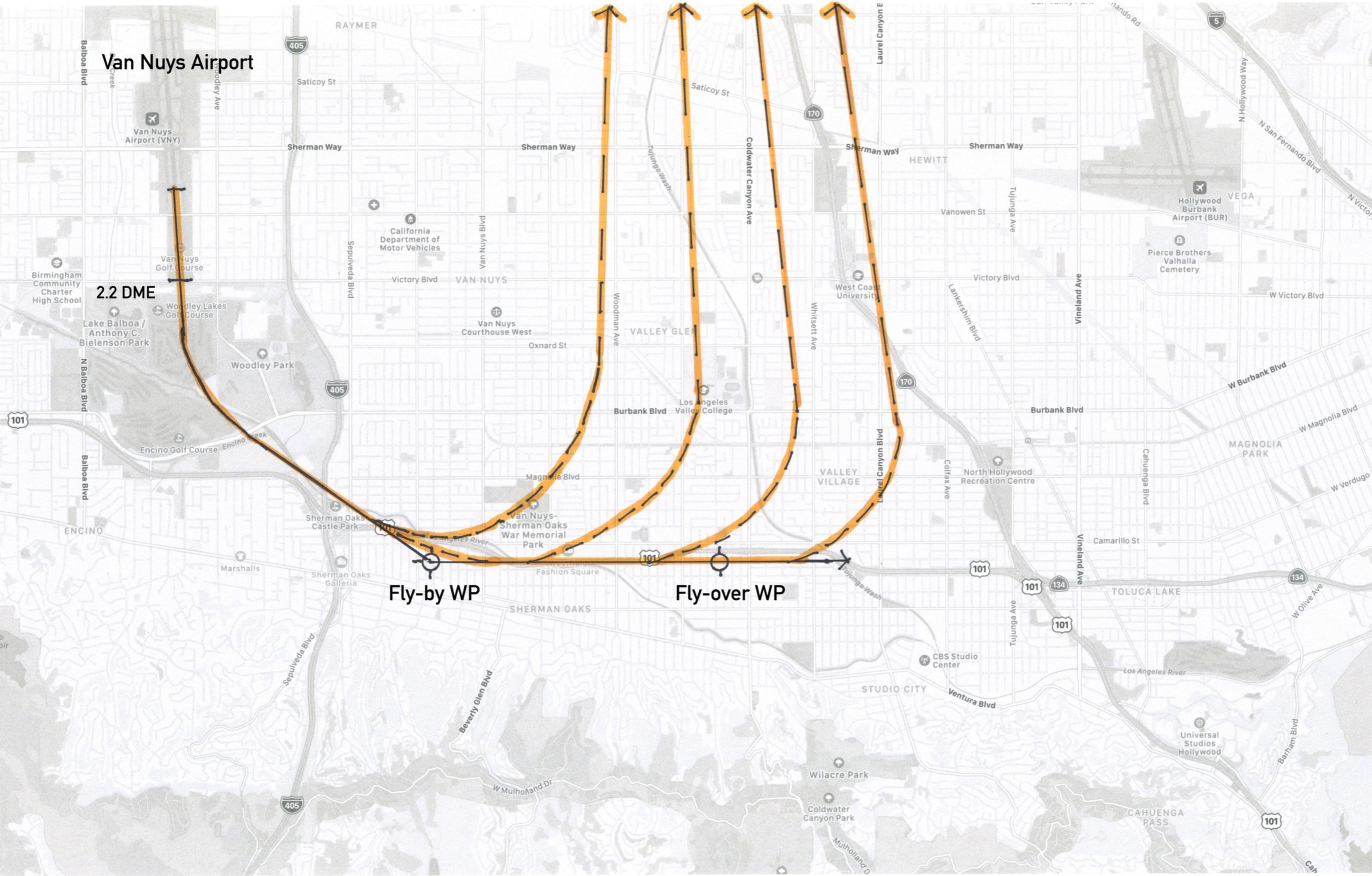


# ANOMS Gate Penetration

## Sherman Oaks– September 2018



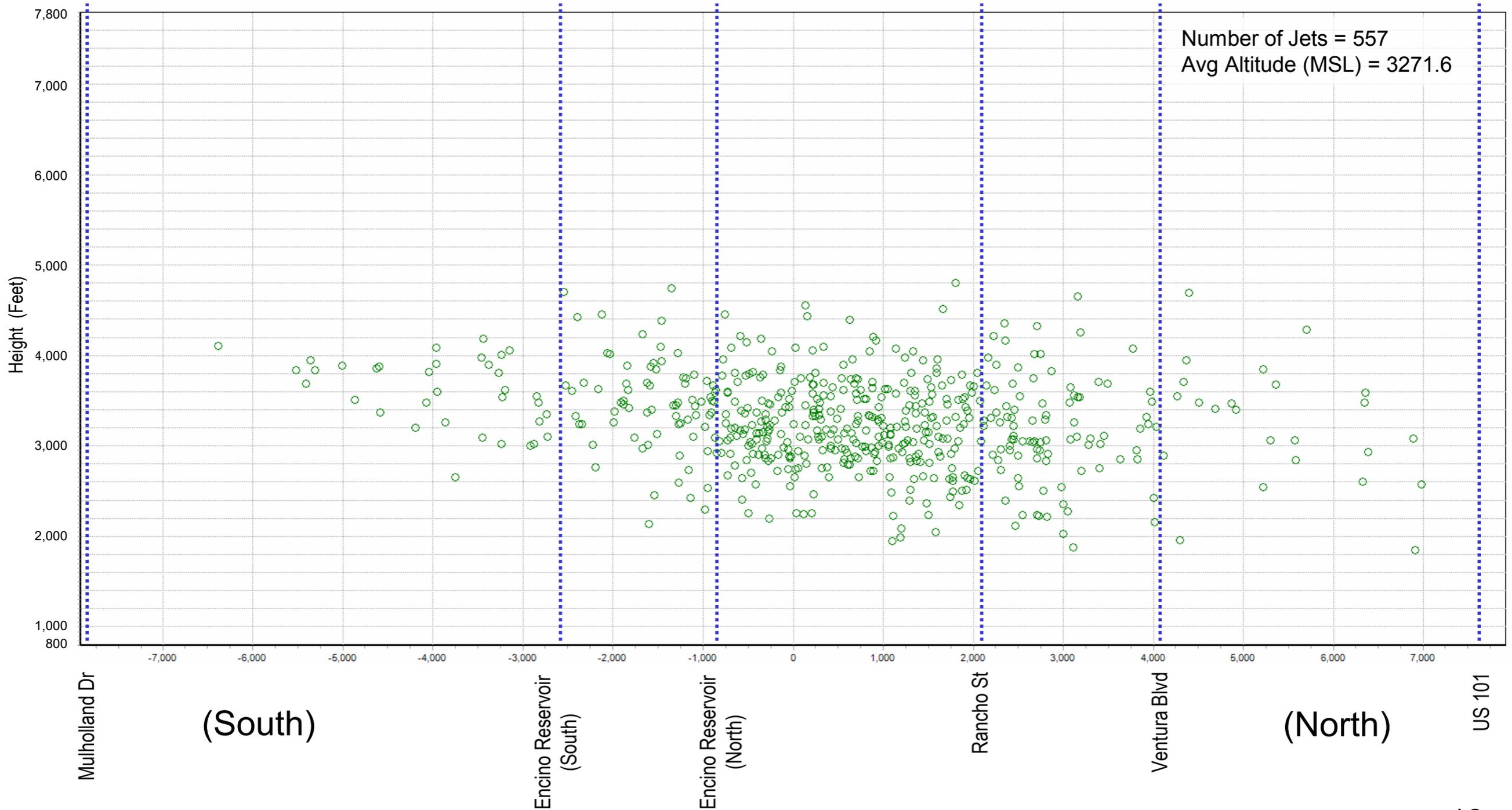
To HARYS/ROSCOE



PROPOSED EAST INSTRUMENT DEPARTURE (RNAV)

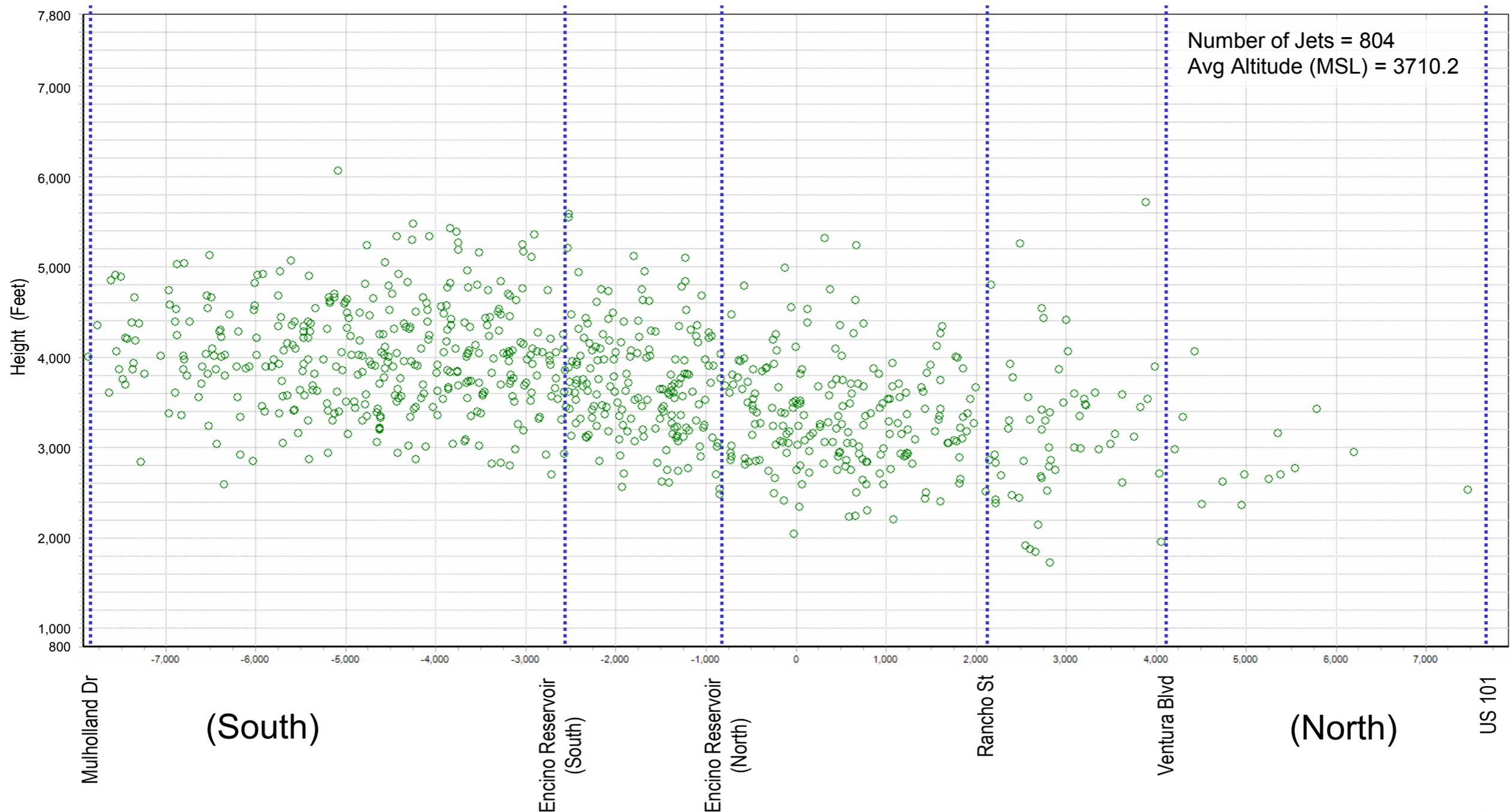
# ANOMS Gate Penetration

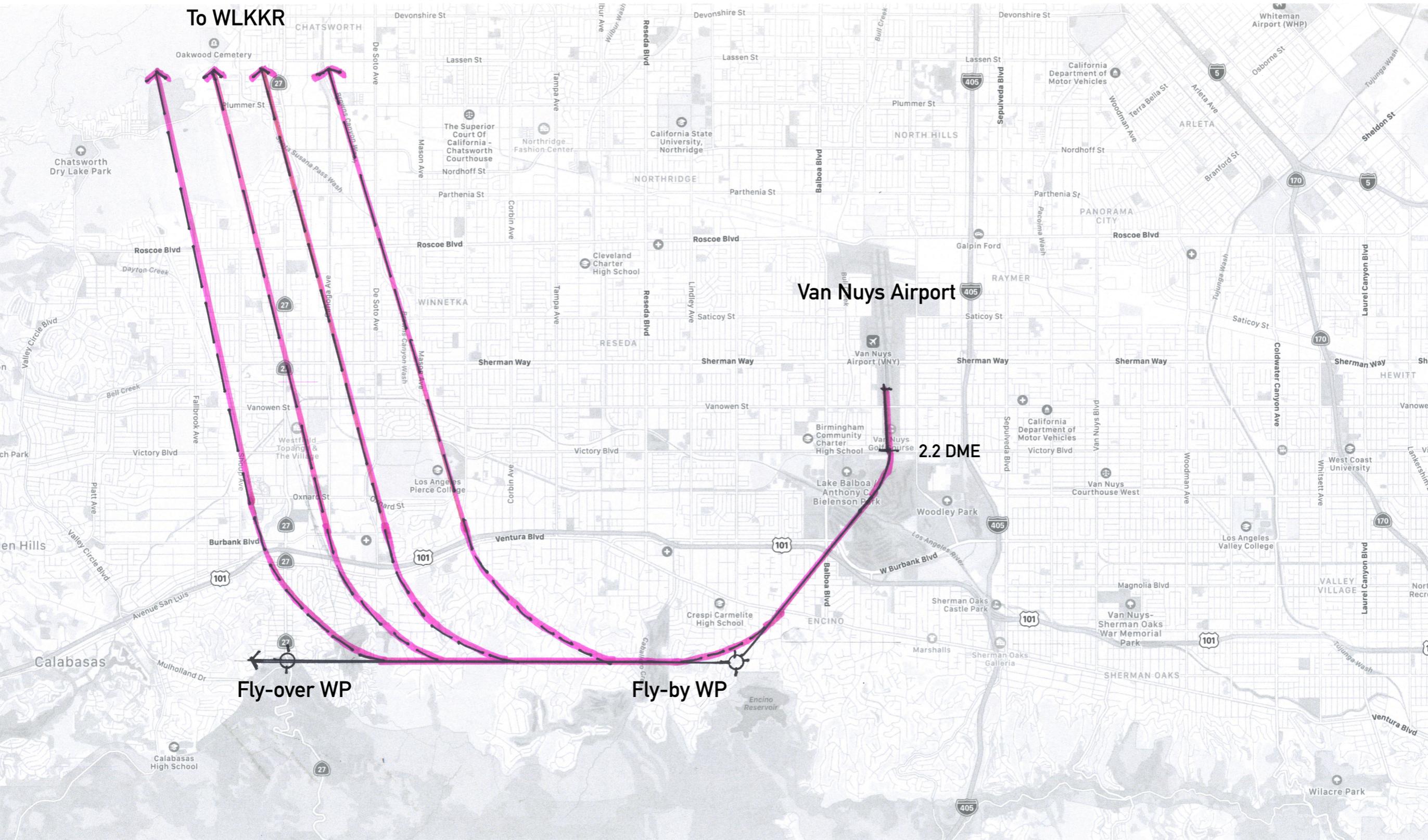
## Encino Gate – September 2016



# ANOMS Gate Penetration

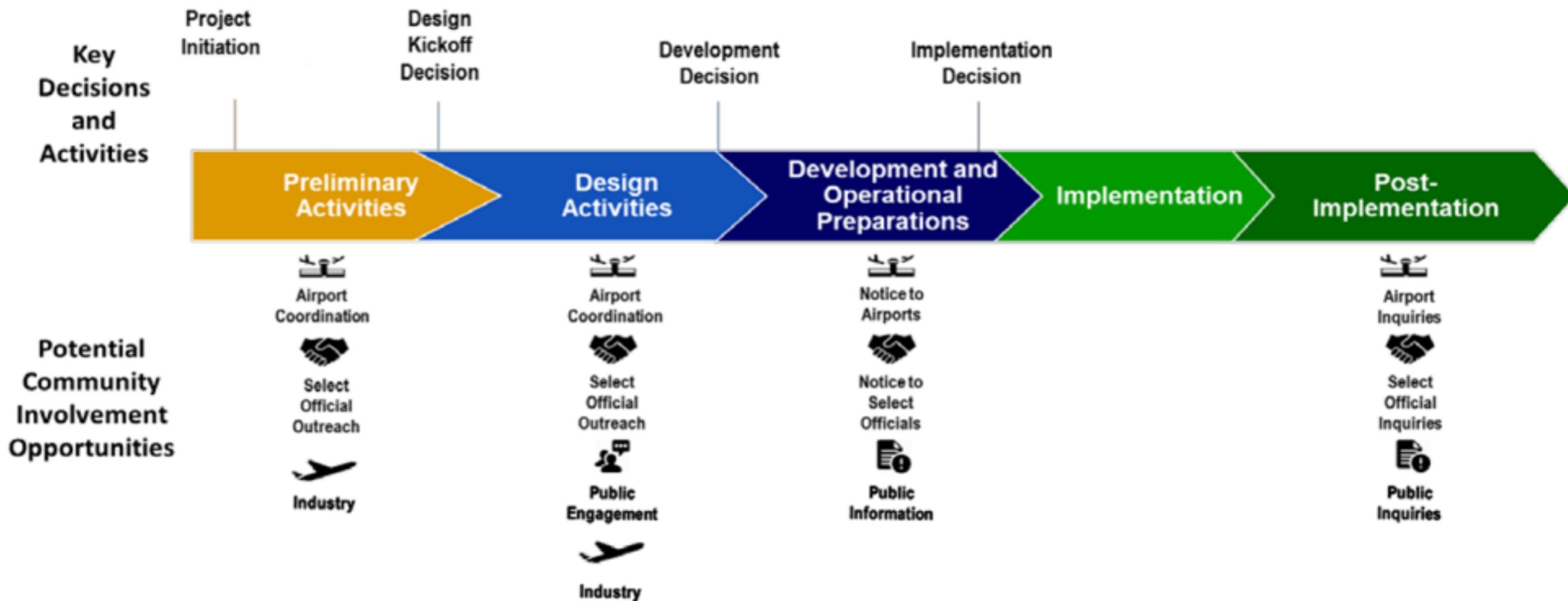
## Encino Gate – September 2018





**PROPOSED WEST INSTRUMENT DEPARTURE (RNAV)**

# Performance Based Navigation Process Timeline



*Note: The need for and level of engagement will vary based on project circumstances*

# PROPOSED NEAR TERM SOLUTION AT VNY

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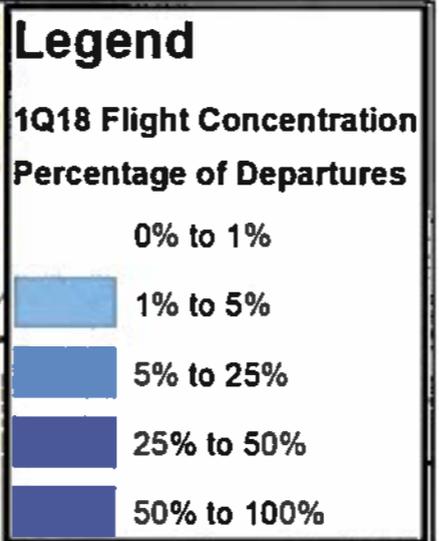
- ▶ 1(a) Replace PPRRY in Current RNAVs with 2.2 DME,  
or
- ▶ 1(b) Suspend RNAVs in Interim by Having all Planes use Conventional Procedures
- ▶ 2. Increase Min. Climb Gradient

**HOLLYWOOD BURBANK AIRPORT**

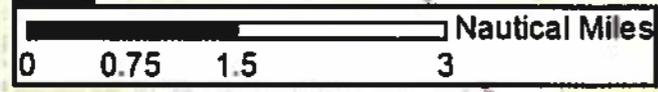
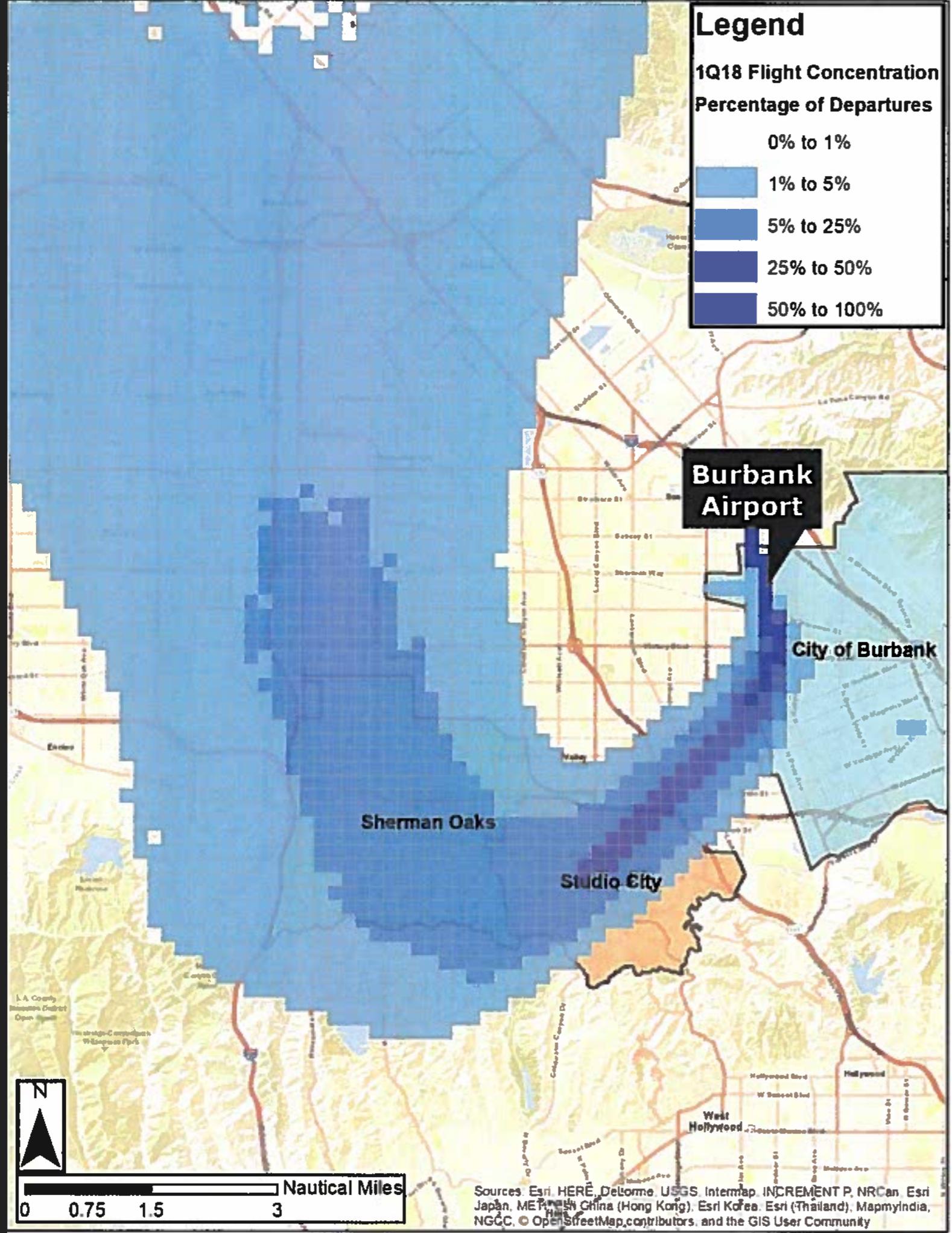
## Goals:

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- 1. Reduce Noise Impacts Caused by Current Departure Tracks**
- 2. Keep Flight Tracks Out of Santa Monica Mountains & Foothills**



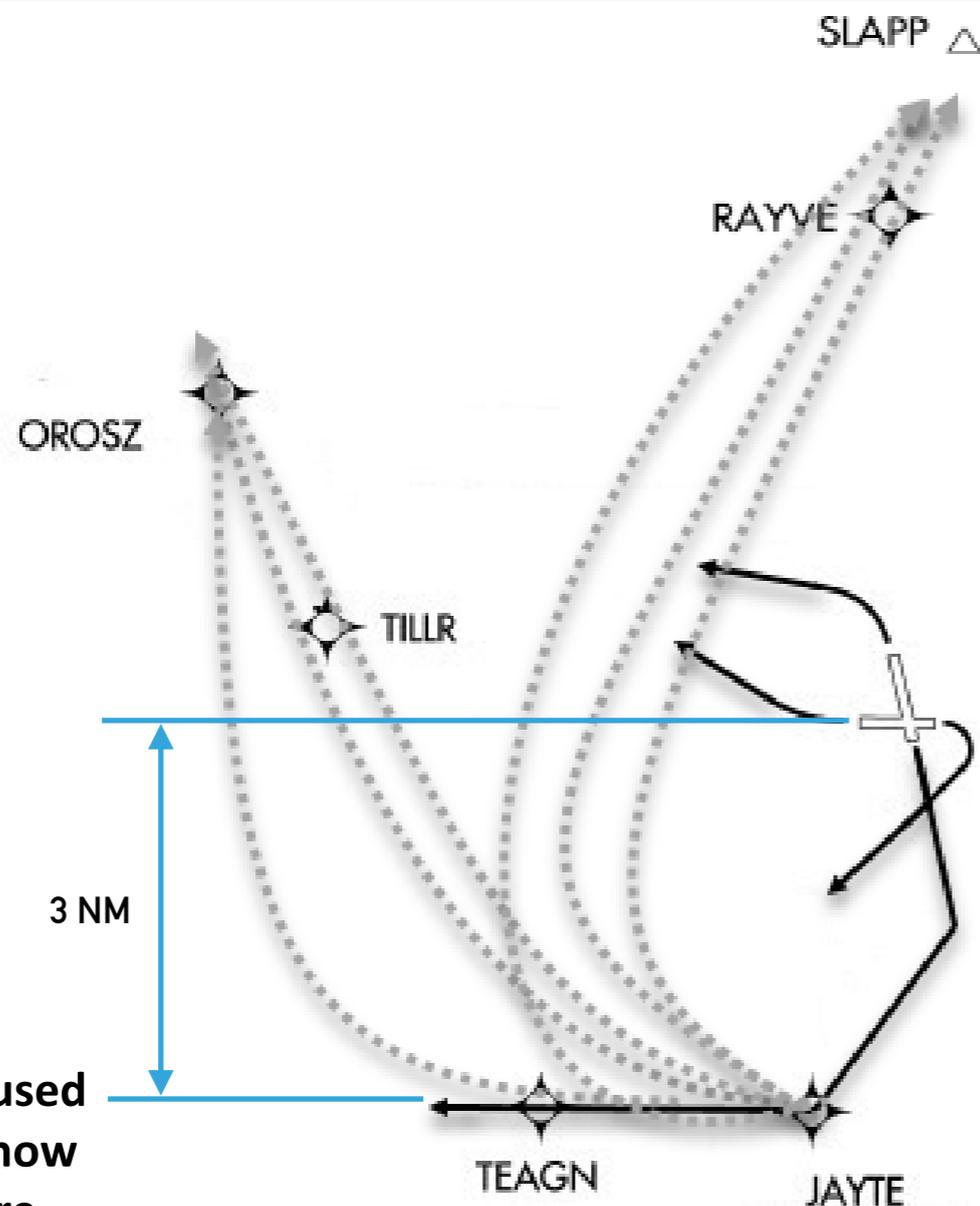
# 2018 FLIGHT TRACKS



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Swire, Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

# What is an Open Departure Procedure?

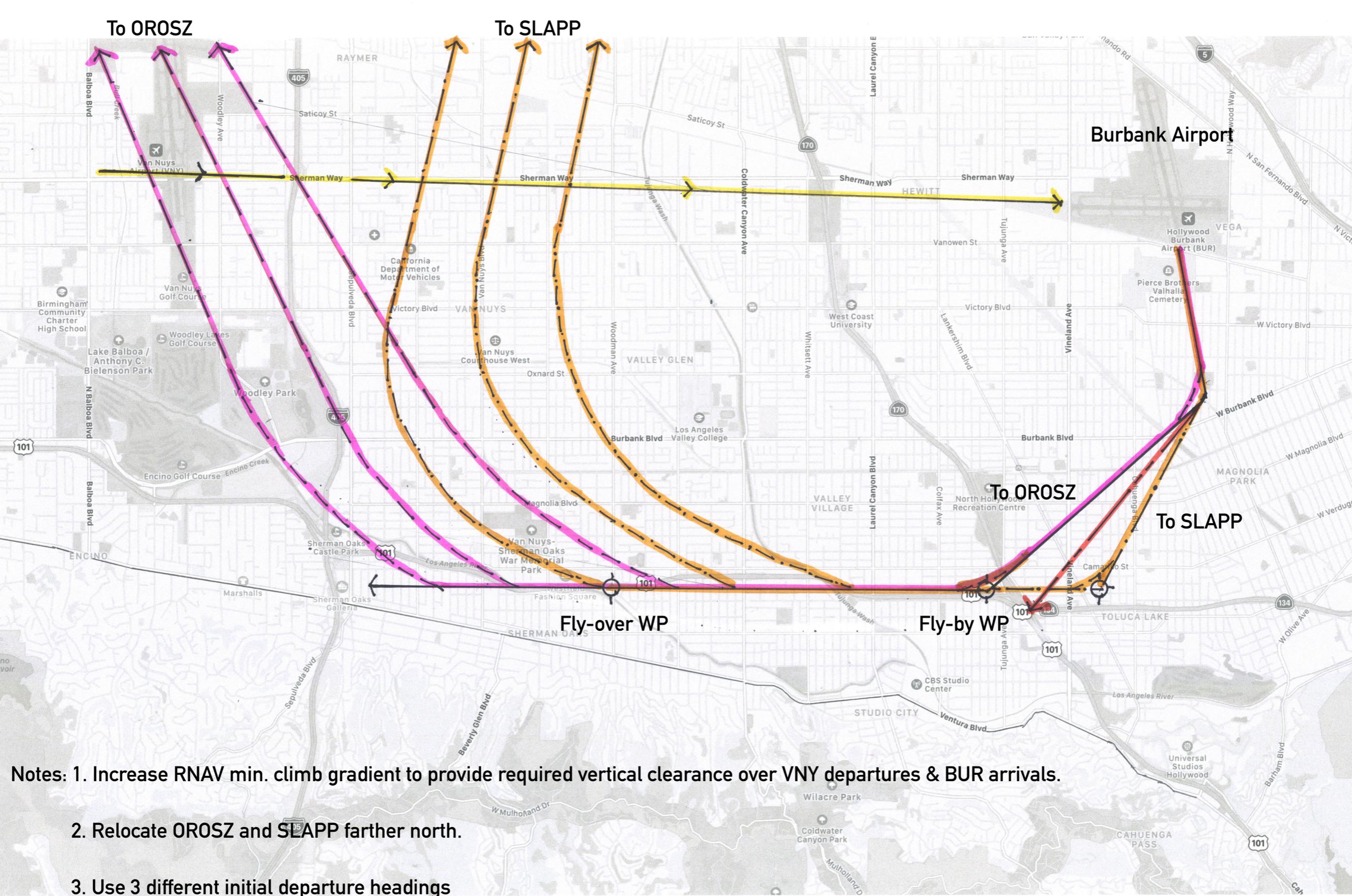
Minimum Vectoring  
Altitude is 3,300 Feet  
Mean Sea Level



**\*\* This depiction is used to aid in explaining how the "Open" departure works and how aircraft may fly the procedure.\*\***

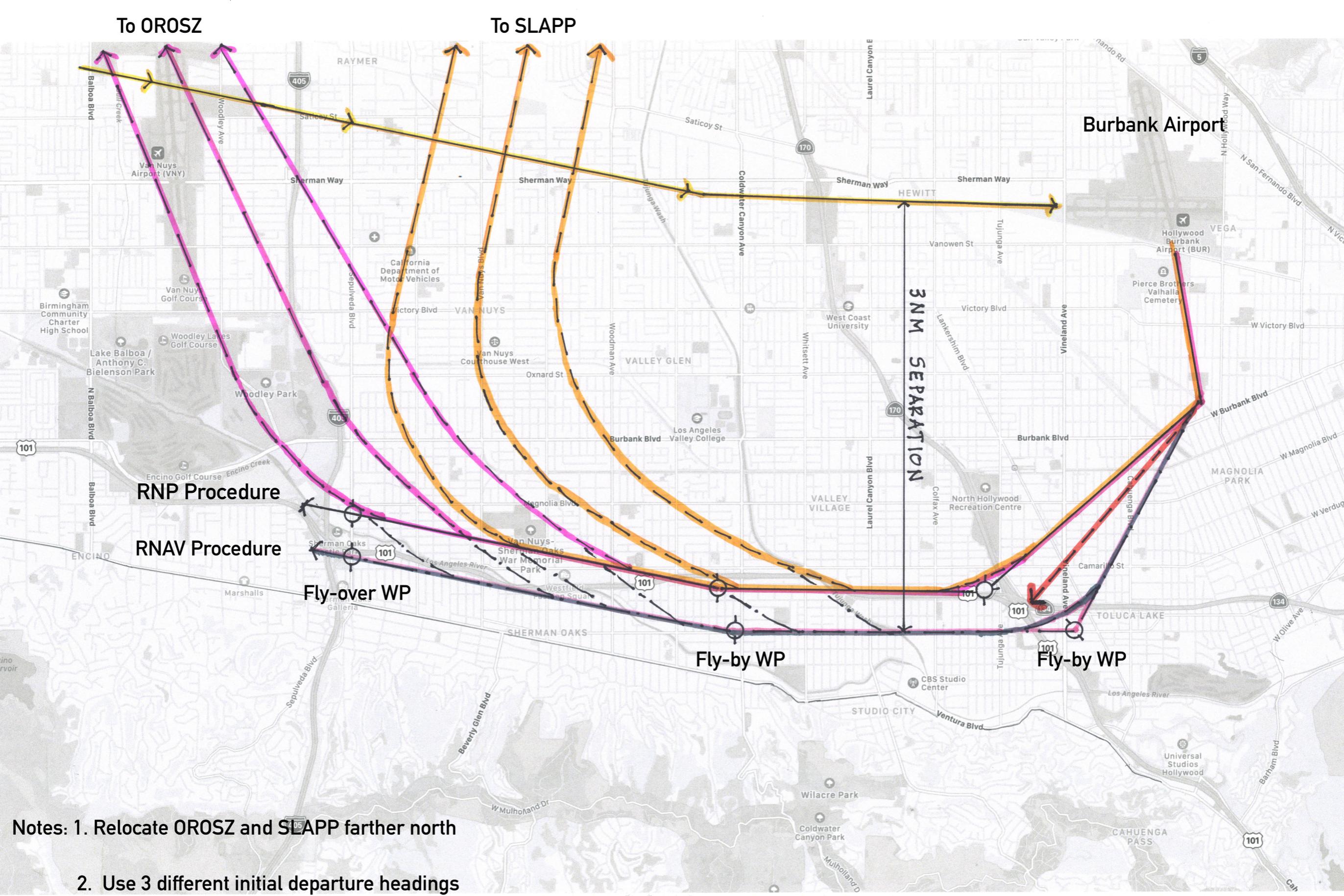
\*Depiction not to scale

- 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.



- Notes:
1. Increase RNAV min. climb gradient to provide required vertical clearance over VNY departures & BUR arrivals.
  2. Relocate OROSZ and SLAPP farther north.
  3. Use 3 different initial departure headings

**BUR ALTERNATIVE 'A' - VERTICAL SEPARATION**



- Notes: 1. Relocate OROSZ and SLAPP farther north  
 2. Use 3 different initial departure headings

**BUR ALTERNATIVE 'B' - LATERAL SEPARATION**

# PROPOSED NEAR TERM SOLUTION FOR BUR

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## 1. Different Departure Headings for:

- a. OROSZ RNAV
- b. SLAPP RNAV
- c. Conventional Procedure

## 2. Increase Climb Gradients

**We Need Near Term Relief Now!**

Questions?