

ADVOCATES FOR VIABLE AIRPORT SOLUTIONS

PRESENTATION TO

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**JOINT AIRPORT TASK FORCE**

## Bob Bramen

- ▶ Retired Architect and City Planner
- ▶ Resident of Sherman Oaks
- ▶ Was Sr. VP at One of Largest Transportation Consulting Firms in U.S.
- ▶ Worked on Major Projects at JFK, Newark, Phila, San Diego, & LAX Airports
- ▶ Attended 2019 National Aviation Noise Symposium in Jacksonville, FL
- ▶ Spent Last 12 Months Focused on Proactively Solving BUR and VNY Impacts
- ▶ Proposed Solutions Developed Over Past 5 Months Using Input from an Aviation Consultant, Pilots and Numerous Meetings w/ Stakeholders

# Goals for Both BUR & VNY Airports

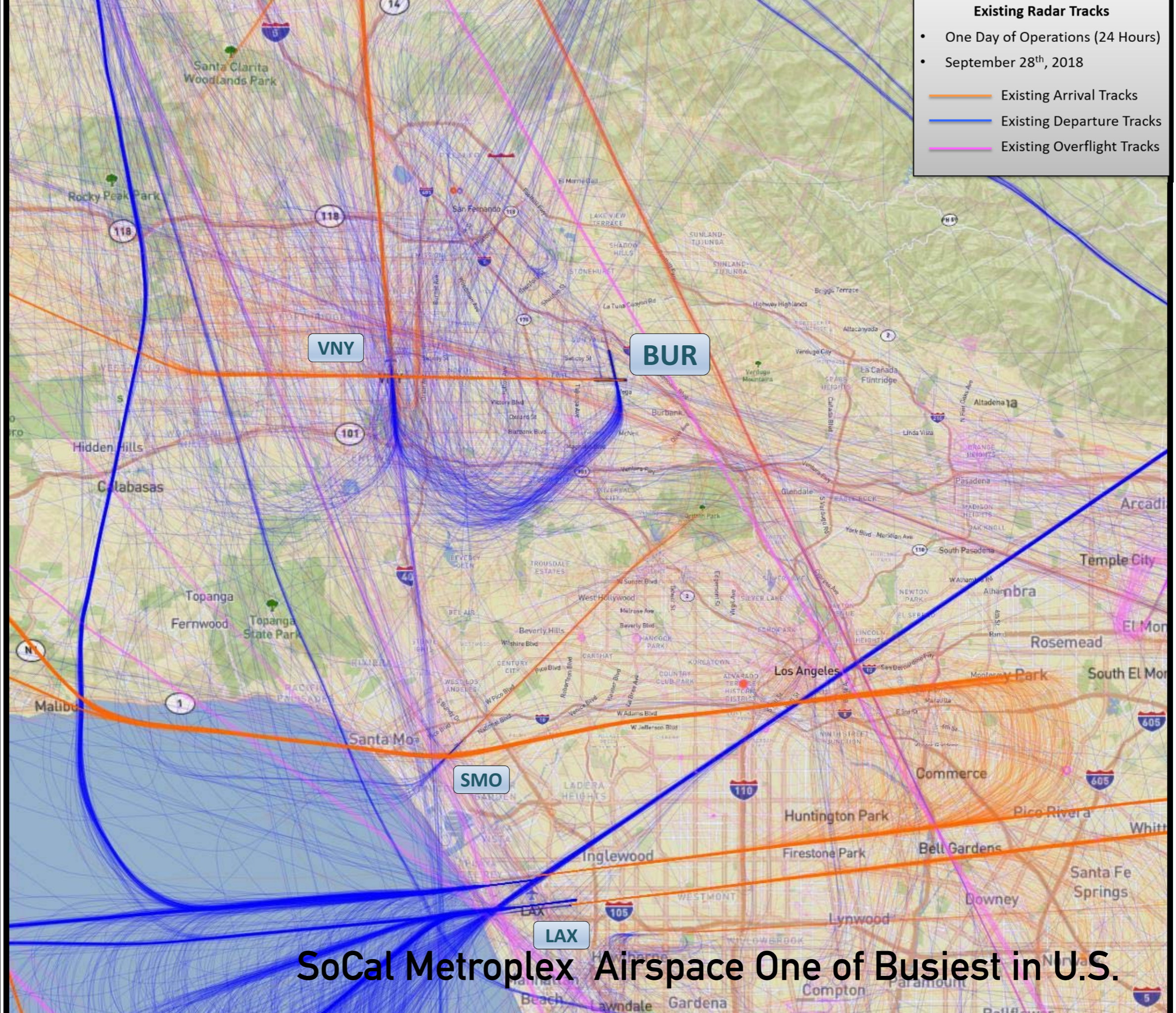
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1. Reduce Noise Impacts Caused by Current Jet Departures
2. Keep Jet Departures Out of S.M. Mountains and Foothills

**Existing Radar Tracks**

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


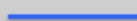


- Existing Arrival Tracks
- Existing Departure Tracks
- Existing Overflight Tracks

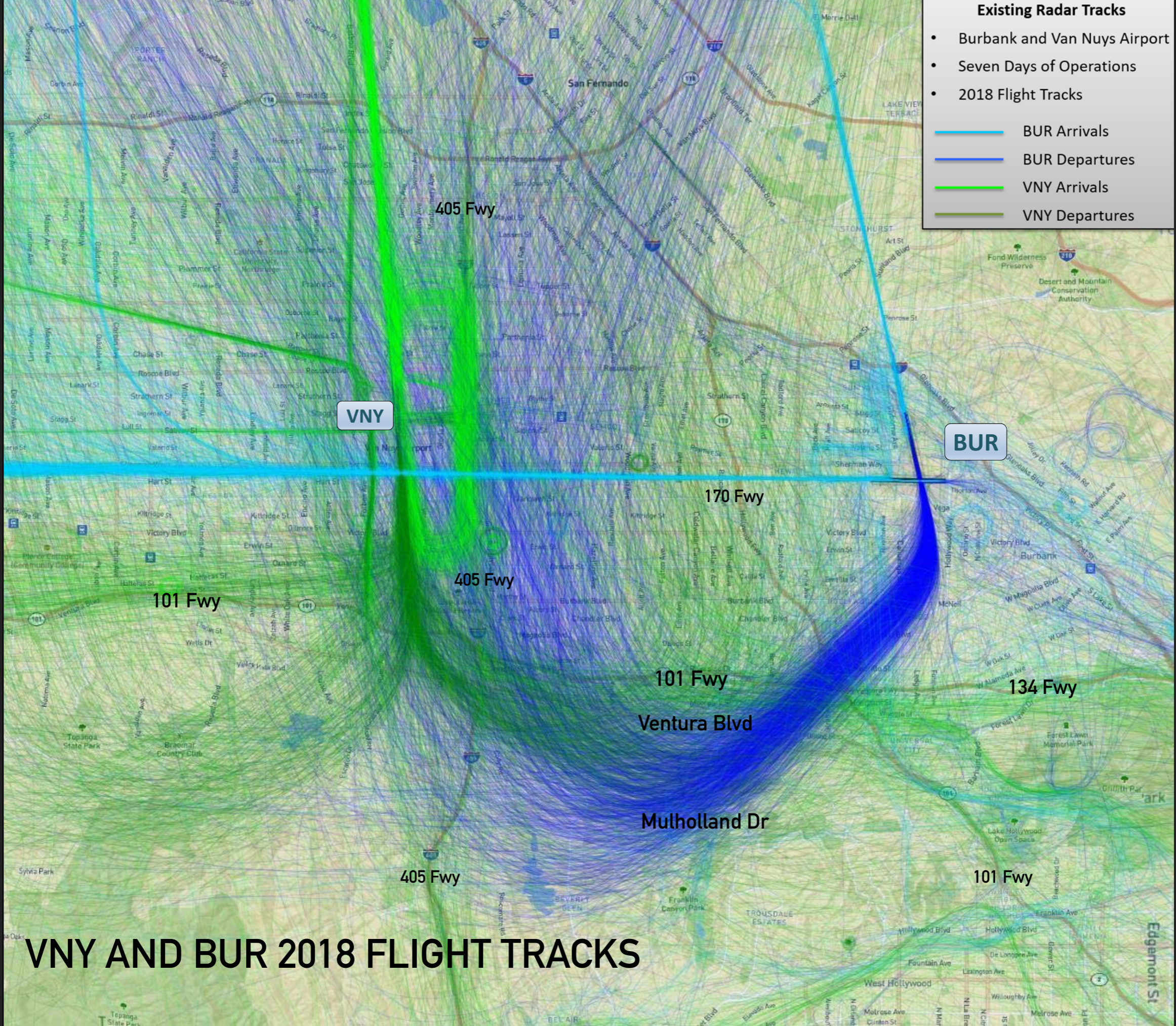


**SoCal Metroplex Airspace One of Busiest in U.S.**

### Existing Radar Tracks

- Burbank and Van Nuys Airport
- Seven Days of Operations
- 2018 Flight Tracks

-  BUR Arrivals
-  BUR Departures
-  VNY Arrivals
-  VNY Departures



# VNY AND BUR 2018 FLIGHT TRACKS

# Average Daily Departures (FY 2019)

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	<u>BUR</u>	<u>VNY</u>	<u>Both Airports</u>
All Departures	194	302	496
Jet Departures	145	90	235

Source: FAA Air Traffic Activity System Database (ATADS)

## Type of Operation (FY 2019)

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	<u>BUR</u>	<u>VNY</u>
Air Carrier	51%	-
Air Taxi	21%	26%
General Aviation*	28%	74%

\* General Aviation Includes Private and Corporate Jets In Addition to Prop Planes and Helicopters

Source: FAA Air Traffic Activity System Database (ATADS)

# Increase in Operations (FY 2017 - 2019)

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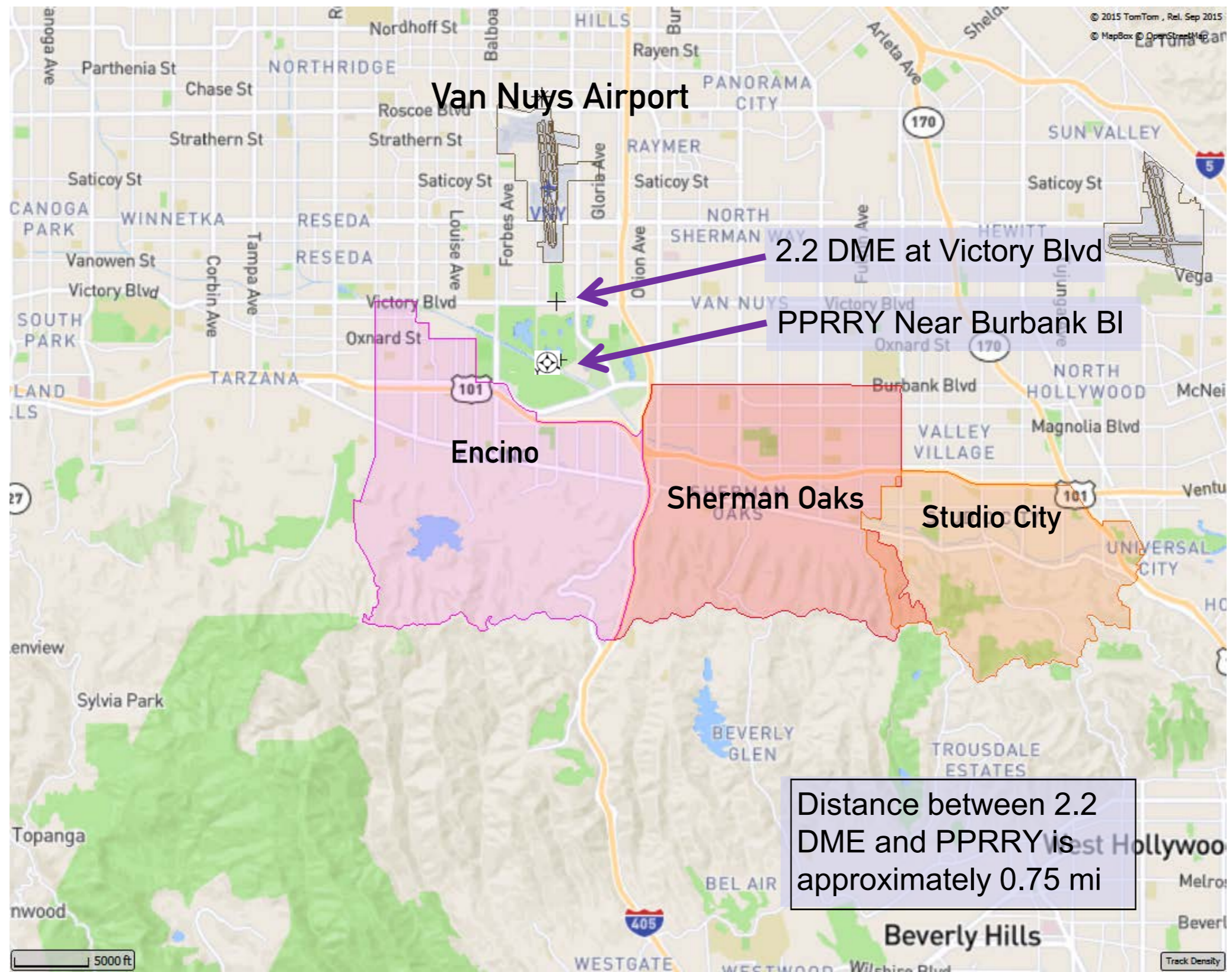
	<u>BUR</u>	<u>VNY</u>
Air Carrier & Air Taxi	23%	42%
General Aviation	-16%	- 2%

Source: FAA Air Traffic Activity System Database (ATADS)



**VAN NUYS AIRPORT**

# Navigation Points - 2.2 DME and PPRRY

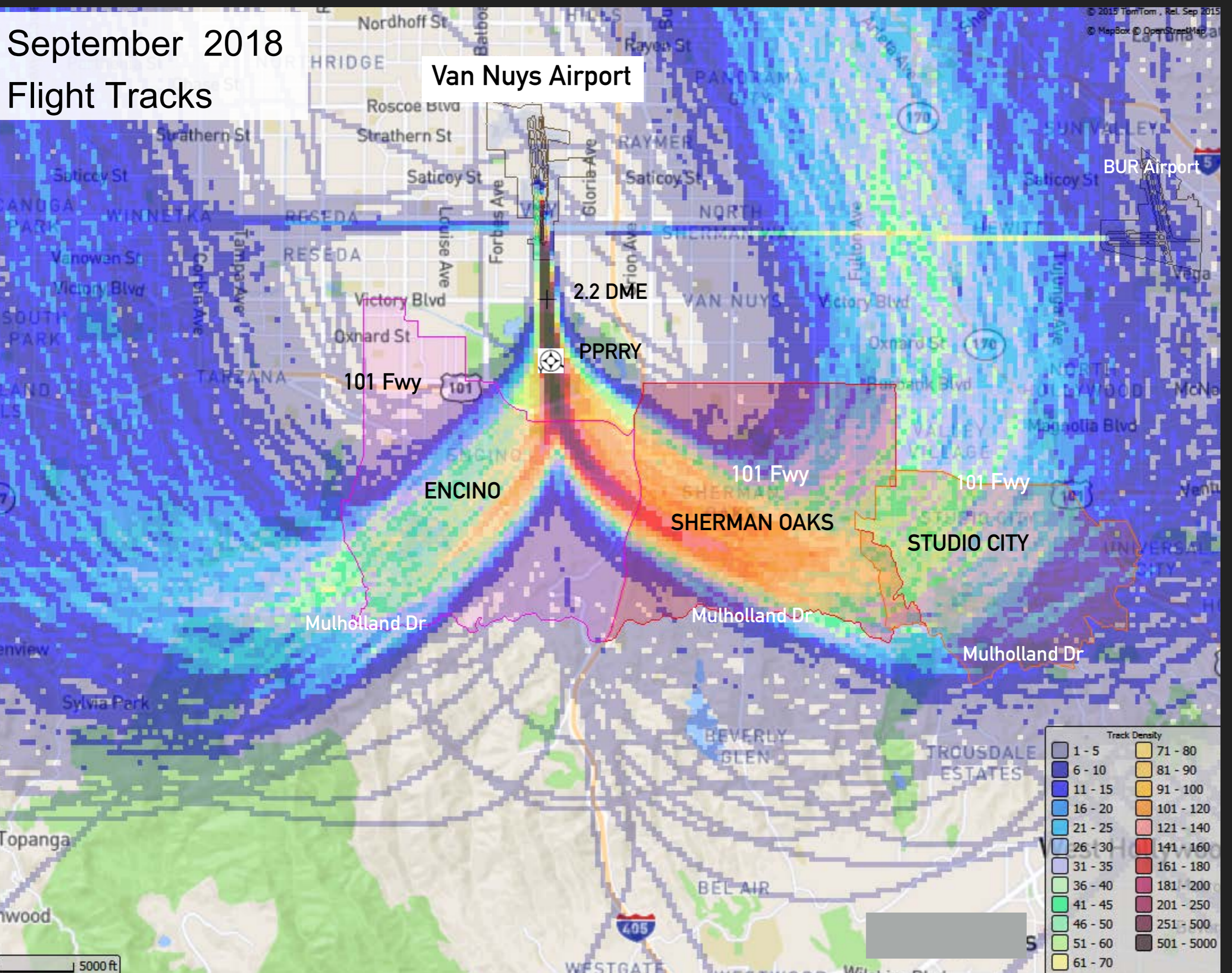


Distance between 2.2 DME and PPRRY is approximately 0.75 mi

# September 2018 Flight Tracks

Van Nuys Airport

BUR Airport



2.2 DME

PPRRY

101 Fwy

ENCINO

101 Fwy

SHERMAN OAKS

101 Fwy

STUDIO CITY

Mulholland Dr

Mulholland Dr

Mulholland Dr

Track Density	
1 - 5	71 - 80
6 - 10	81 - 90
11 - 15	91 - 100
16 - 20	101 - 120
21 - 25	121 - 140
26 - 30	141 - 160
31 - 35	161 - 180
36 - 40	181 - 200
41 - 45	201 - 250
46 - 50	251 - 500
51 - 60	501 - 5000
61 - 70	

5000 ft

# ANOMS Gate Penetration

## Sherman Oaks – September 2016

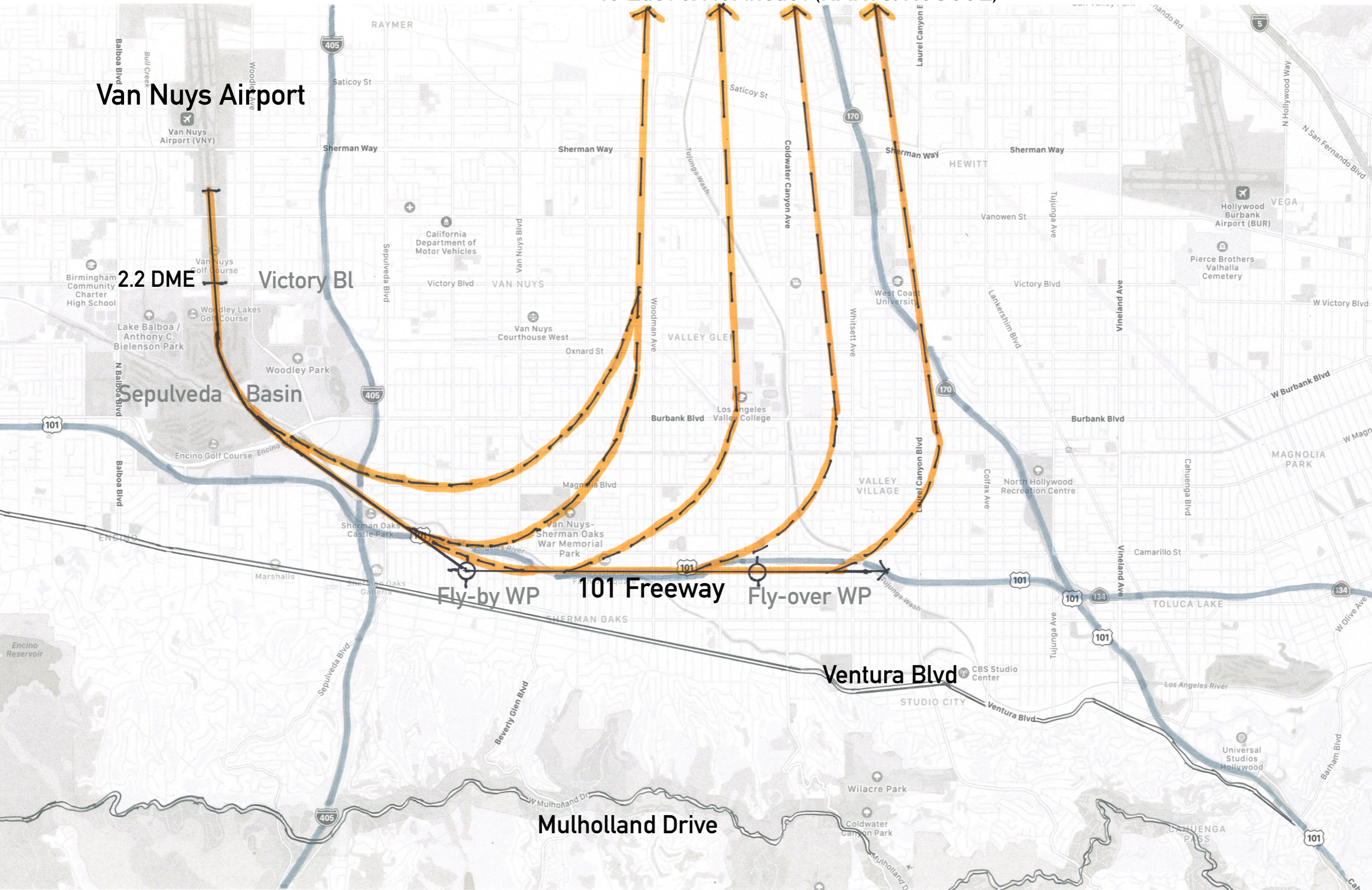


# ANOMS Gate Penetration

## Sherman Oaks– September 2018



# To East & Northeast (HARYS/ROSCOE)



Using waypoints along 101 Fwy is only way to ensure that jets will not continue south of 101 corridor in future

**LONG TERM SOLUTION FOR EAST DEPARTURE (RNAV)**

# PROPOSED IMMEDIATE SOLUTION FOR VNY EAST DEPARTURE

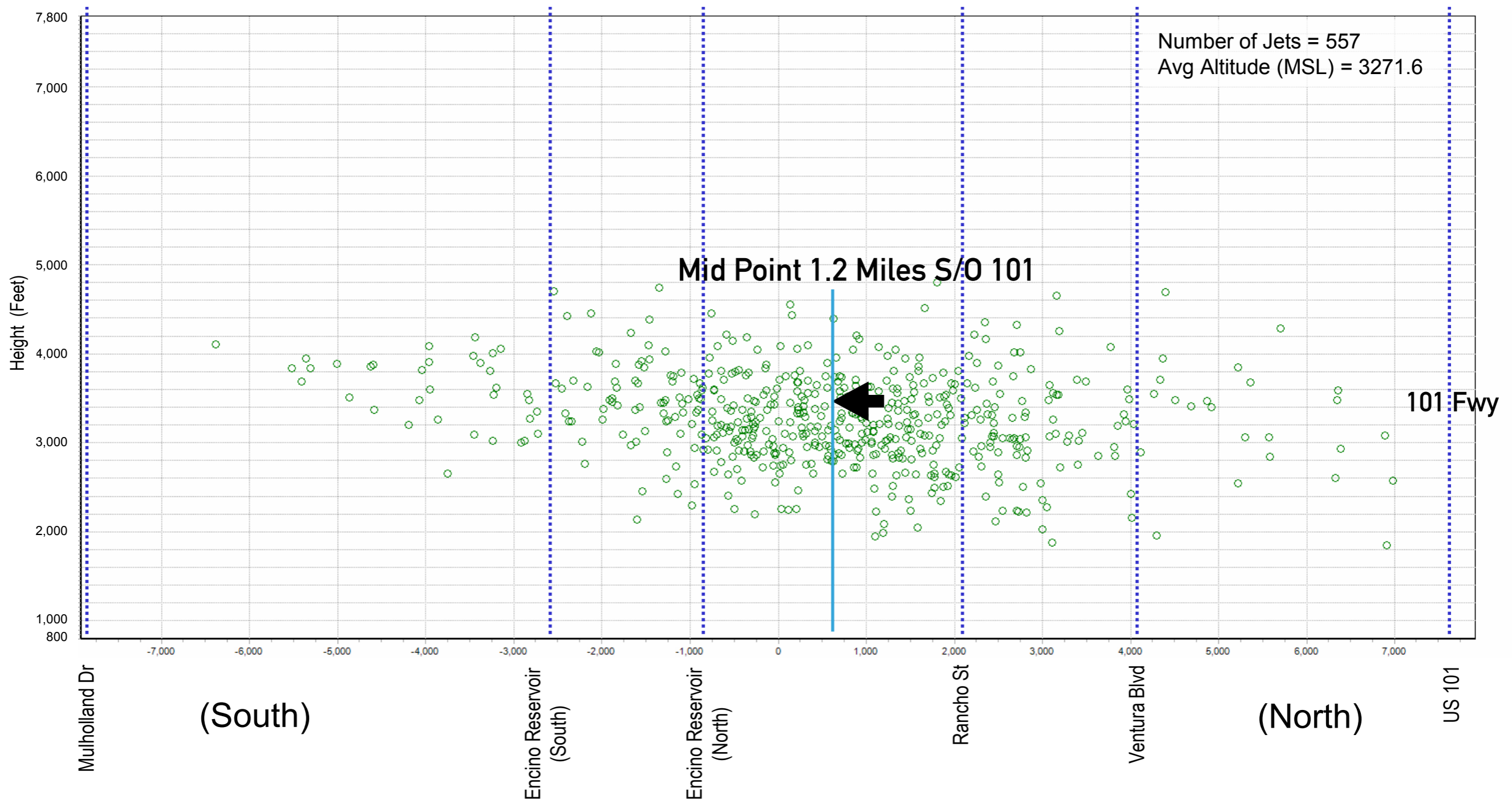
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1. Replace PPRRY in RNAVs by Going Back to 2.2 DME
2. Increase Min. Climb Gradient

Note: Will Provide Some Interim Benefit but Won't Fully Keep Departures Out Of S.M. Mountains and Foothills

# ANOMS Gate Penetration

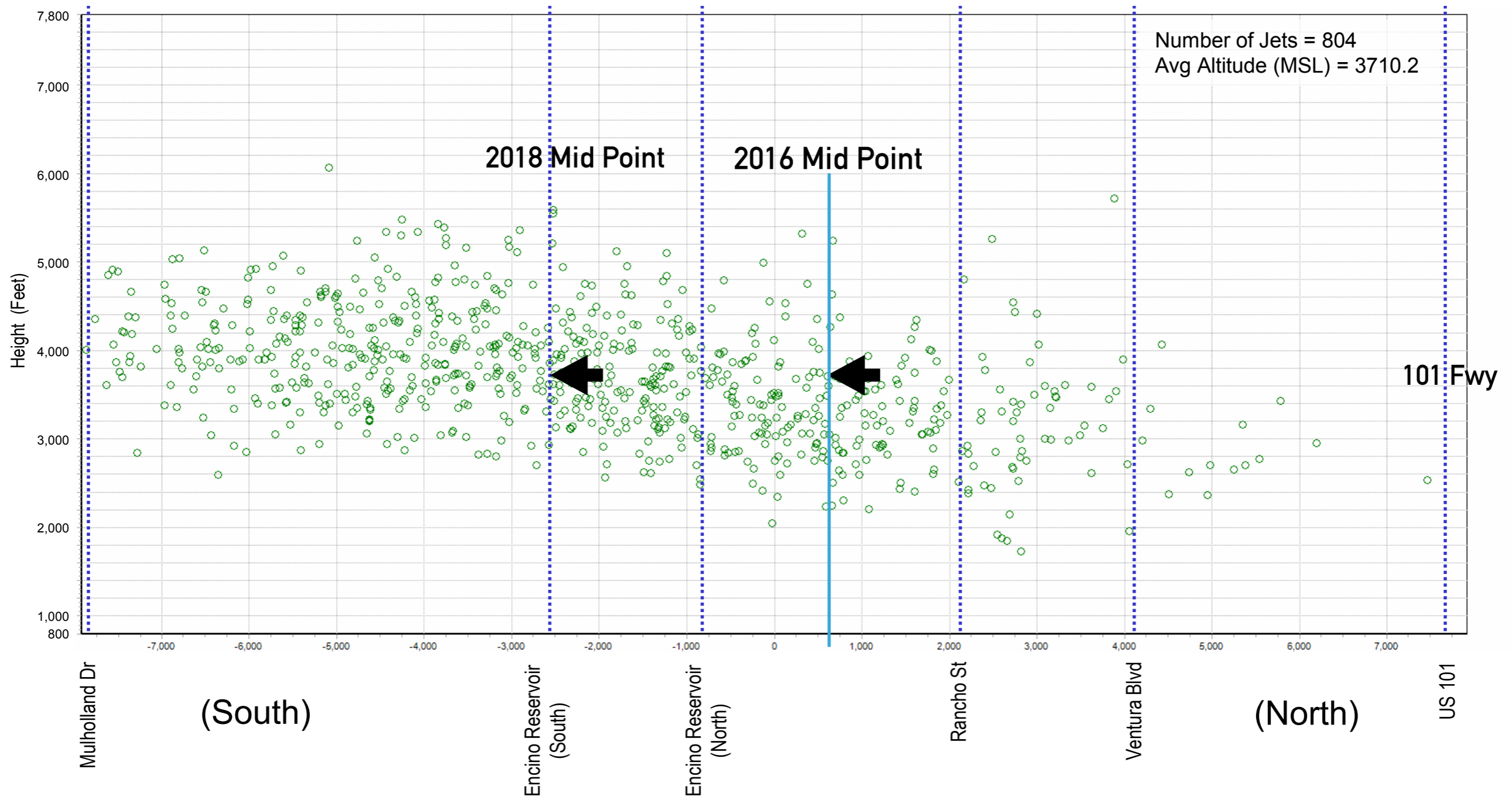
## Encino Gate – September 2016

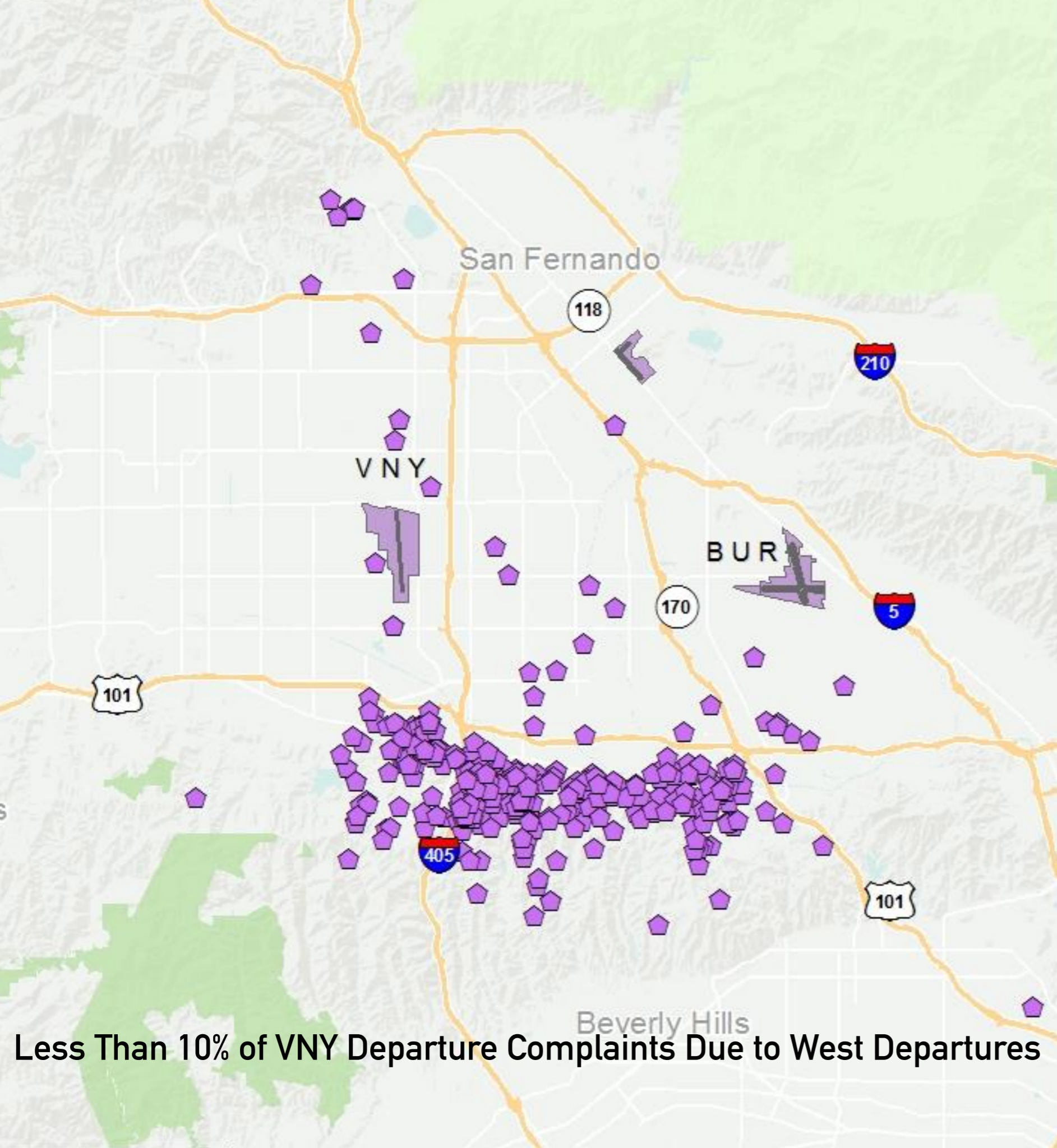




# ANOMS Gate Penetration

## Encino Gate – September 2018





**Location of VNY  
Noise Complaints  
September, 2019**

**Less Than 10% of VNY Departure Complaints Due to West Departures**

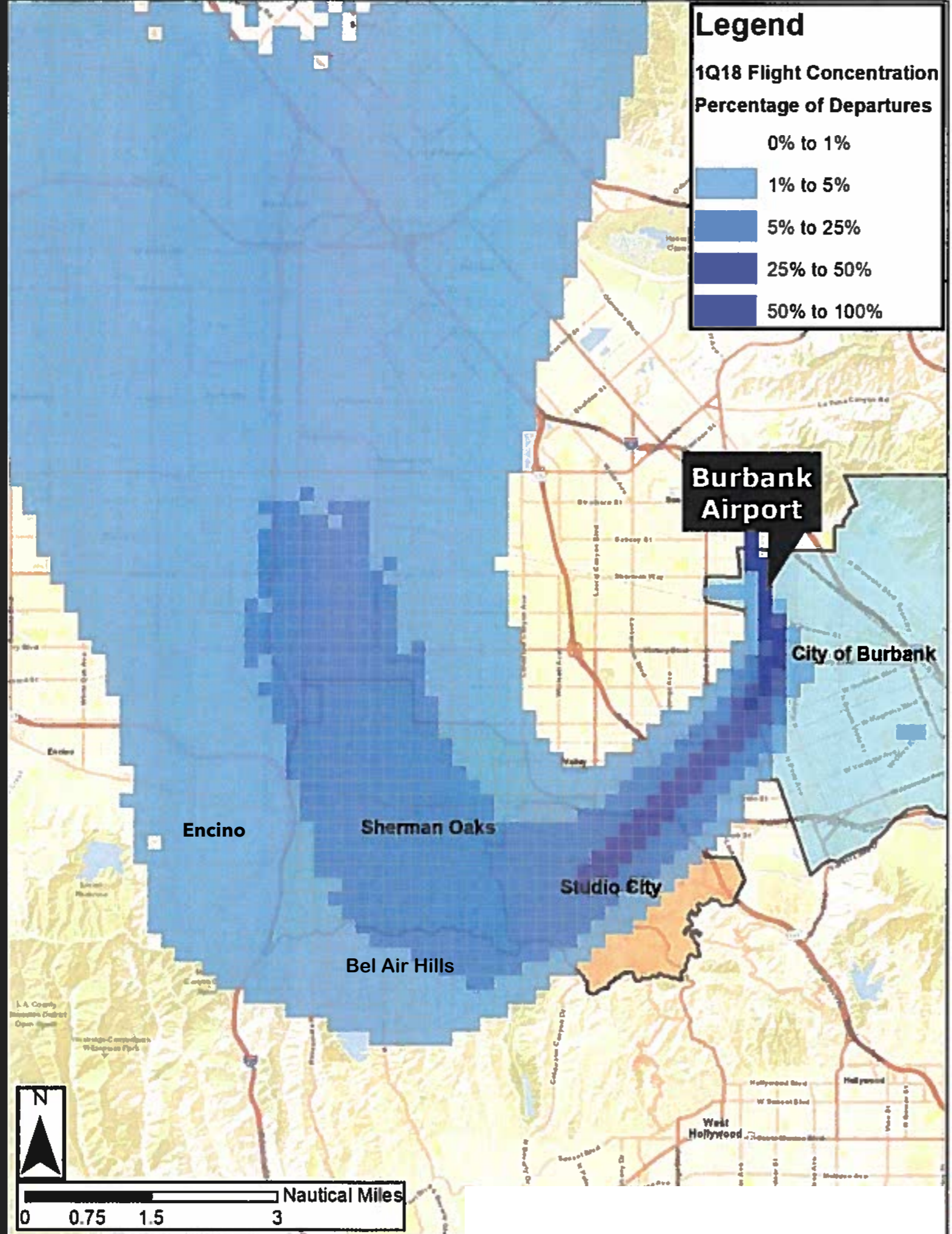
# IMMEDIATE AND LONG TERM SOLUTION FOR VNY WEST RNAV

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1. Replace PPRRY in RNAV by Going Back to 2.2 DME
2. Increase Min. Climb Gradient

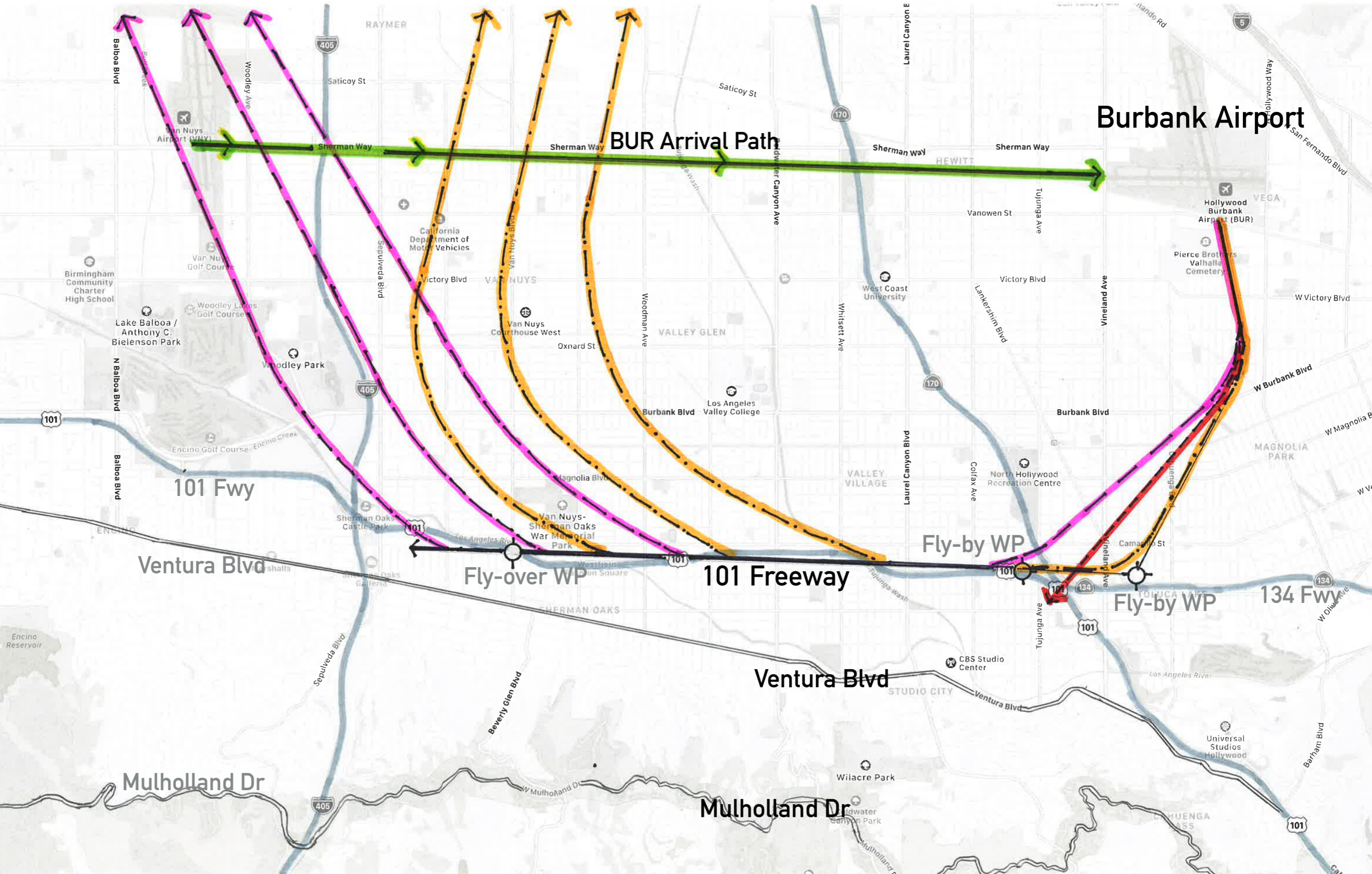
**HOLLYWOOD BURBANK AIRPORT**

# 2018 FLIGHT TRACKS



To North (OROSZ)

To East & Northeast (SLAPP)



Burbank Airport

BUR Arrival Path

101 Fwy

101 Freeway

Fly-by WP

Fly-over WP

Fly-by WP

134 Fwy

Ventura Blvd

Mulholland Dr

Note: Increase RNAV min. climb gradient to provide required vertical clearance over BUR arrivals & VNY departures

**BUR LONG TERM SOLUTION (RNAV)**

# PROPOSED IMMEDIATE SOLUTION FOR BUR

## 1. Different Departure Headings for:

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

## 2. Increase Climb Gradients

# CONCLUSIONS

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## Our Solutions Ensure Jet Flight Tracks Are North of 101 Corridor

- ▶ Will Reduce Noise Impacts
- ▶ Will Keep Flight Tracks Out of S. M. Mountains and Foothills
- ▶ Piggy-back on an Existing Noise Corridor
- ▶ Benefit Over 125,000 Residents While Not Shifting Impacts to Prior Unaffected Neighborhoods
- ▶ Meet FAA Standards and Won't Compromise Safety or Efficiency



# SUGGESTIONS FOR DECEMBER TASK FORCE MEETING

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## Q & A With:

- ▶ FAA Tower Air Traffic Controller
- ▶ SoCal TRACON Air Traffic Controller
- ▶ FAA ATO Air Space Designer
- ▶ Airline Pilot
- ▶ Airline Rep

Dialog with FAA & Airlines on What Can Be Implemented Now

**Goal: PROVIDE IMMEDIATE RELIEF!**

# Glossary of Terms Used In Presentation

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1. **Waypoint** - Navigation Point in Space Defined by GPS Coordinates
2. **Heading** - Direction of Flight Along a Specific Magnetic Compass Direction
3. **Course** - A Routing Defined by a Series of Headings and/or Waypoints
4. **RNAV Procedure** - Computerized Routing Using a Series of GPS Waypoints
5. **Conventional Procedure** - Uses Ground Based Signals and Headings
6. **Open Procedure** - Uses Combination of RNAV and ATC Directed Headings
7. **Climb Gradient** - Slope of Ascent (Defined in Feet Per Nautical Mile)
8. **Air Carrier Aircraft**- Scheduled Airliner
9. **Air Taxi** - For Hire Jet
10. **General Aviation** - Prop Planes, Private & Corporate Jets & Helicopters