

Resolution

ADDITION OF RNAV (GPS) TAKE-OFF PROCEDURES OUT OF KBUR

WHEREAS, aircraft noise from flights arriving at and departing from the Hollywood Burbank Airport severely and disproportionately impacts the people of the East San Fernando Valley within the City of Los Angeles; and

WHEREAS, the U.S. Congress has mandated the Federal Aviation Administration (FAA) to implement the Next Generation Air Transportation System, or NextGen, the purported goal of which is to ensure that we have the safest, most efficient airspace system possible today and for generations of air travelers to come by using the most accurate and modern Global Navigation Satellite Systems available; and

WHEREAS, full implementation of NextGen would require that airspace procedures be standardized across the country to accomplish this congressional mandate; and

WHEREAS, the FAA has approved various take-off procedures for the runway configurations at Hollywood Burbank Airport – known to the FAA as KBUR Bob Hope Airport; and

WHEREAS, RNAV is a method of navigation which permits the operation of an aircraft on any desired flight path, allowing its position to be continuously determined wherever it is rather than only along tracks between individual ground navigation aids; and

WHEREAS, the published departure procedure known as ELMOO NINE DEPARTURE (ELMOO9.ELMOO) is an FAA-approved procedure for KBUR that currently is not an RNAV procedure, and consequently it is not used by air traffic controllers as often as other departure procedures; and

WHEREAS, greater use of the ELMOO NINE DEPARTURE would relieve the substantiality of over-flights in the East San Fernando Valley by routing eastbound planes on a 095° compass heading, thereby more evenly distributing overflight impacts between the San Fernando Valley and the Arroyo-Verdugo areas; and

WHEREAS, the FAA is currently undertaking an Environmental Assessment for the proposed OROSZ THREE and SLAPP TWO departure procedures;

NOW, THEREFORE, BE IT RESOLVED that by the adoption of this resolution, the City of Los Angeles hereby requests that the FAA include in its environmental analysis for OROSZ THREE and SLAPP TWO the additional review of converting ELMOO NINE into an RNAV procedure for concurrent implementation.

PRESENTED BY:

*Paul Kerkorian*  
PAUL KERKORIAN  
Councilmember 2<sup>nd</sup> District

SECONDED BY:

*Patricia*

JAN 22 2020

*bc*

ORIGINAL

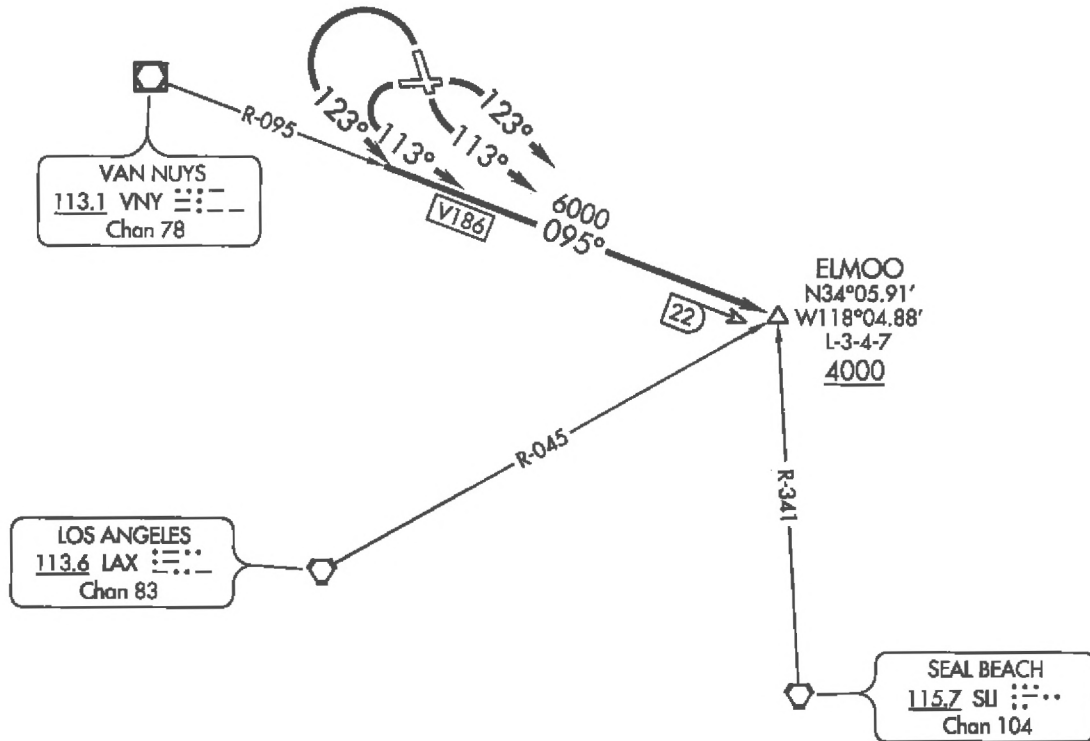
(ELMOO9.ELMOO) 19115  
**ELMOO NINE DEPARTURE**

AL-67 (FAA)

BOB HOPE (BUR)  
 BURBANK, CALIFORNIA

CLNC DEL  
 118.0 348.6  
 CPDLC  
 SOCAL DEP CON  
 135.05 317.5

**TOP ALTITUDE:  
 ASSIGNED BY ATC**



**TAKEOFF MINIMUMS**

- Rwy 8: Standard with minimum climb of 380' per NM to 2500.
- Rwy 15: Standard with minimum climb of 450' per NM to 3000.
- Rwy 26: Standard with minimum climb of 305' per NM to 2600.
- Rwy 33: 600-2¼ with minimum climb of 210' per NM to 4000  
 or standard with minimum climb of 450' per NM to 2600.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

- TAKEOFF RUNWAY 8: Climbing right turn heading 123° intercept VNY VOR/DME R-095 to ELMOO. . . .
- TAKEOFF RUNWAY 15: Climbing left turn heading 113° intercept VNY VOR/DME R-095 to ELMOO. . . .
- TAKEOFF RUNWAY 26: Climbing left turn heading 113° intercept VNY VOR/DME R-095 to ELMOO. . . .
- TAKEOFF RUNWAY 33: Climbing left turn heading 123° intercept VNY VOR/DME R-095 to ELMOO. . . .

. . . .thence via assigned route. Maintain ATC assigned altitude.

SW-3, 02 JAN 2020 to 30 JAN 2020

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