

**REPORT OF THE
CHIEF LEGISLATIVE ANALYST**

DATE: February 8, 2019

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations
Committee

FROM: Sharon M. Tso 
Chief Legislative Analyst Council File No.: 19-0119
Assignment No.: 19-02-0126

SUBJECT: Dispersal Headings and Lateral Track Variations for Proposed Hollywood
Burbank Airport Departures Procedures

CLA RECOMMENDATION: Adopt the attached revised Resolution to include in the City's 2019-2020 Federal Legislative Program SUPPORT for any legislation or administrative action implementing dispersal headings or other lateral track variations for any new departure procedures out of Hollywood Burbank Airport to address the noise concerns of City residents.

SUMMARY

The Federal Aviation Administration (FAA) has proposed amending two existing Standard Instrument Departure (SID) procedures at Hollywood Burbank Airport. SID procedures are published instructions for pilots that include departure routes and procedures to expedite clearance and standardize flight paths out of airports. The FAA released a Draft Environmental Review for the proposed satellite-based routes, OROSZ THREE and SLAPP TWO, soliciting public input on the proposed procedures.

Under Section 175 of the FAA Reauthorization Act of 2018, the FAA Administrator shall "consider the feasibility of dispersal heading or other lateral track variations to address community noise concerns" if the airport operator "submits a request to the Administrator for such consideration." Dispersal headings and lateral track variations disperse flight paths over a wider area, rather than having aircrafts depart along more concentrated routes. In a letter dated December 10, 2018, the Burbank-Glendale-Pasadena Airport Authority, owner and operator of the Hollywood Burbank Airport, requested that the FAA Administrator consider the feasibility of dispersal headings or other lateral track variations for the proposed OROSZ THREE and SLAPP TWO departure procedures.

According to Resolution (Krekorian – Ryu), introduced on February 5, 2019, many neighborhoods in the eastern San Fernando Valley portion of the City will be adversely impacted by these new proposed departure procedures. The Resolution sought support for the Burbank-Glendale-Pasadena Airport Authority's letter to the FAA. The revised Resolution seeks an official position of the City to support any legislation or administrative action that would implement dispersal headings or other lateral track variations for any new departure procedures out of Hollywood Burbank Airport to address noise concerns, as proposed in the Hollywood Burbank Airport's letter to the FAA.

BACKGROUND

The Southern California Metroplex project is part of the FAA's NextGen Initiative to modernize air traffic control and flight routing, using newer technologies and airspace procedures, including satellite-based routing. As part of the Metroplex project, the FAA introduced new flight paths and procedures for flights in and out of the airports in Southern California. The FAA began implementing the new flight paths in March 2017, including the OROSZ TWO and SLAPP ONE departure procedures out of Hollywood Burbank Airport, which initially depart southwestward of the airport.

Multiple lawsuits were filed against the FAA and the FAA settled one of these lawsuits with a homeowners association regarding the OROSZ TWO and SLAPP ONE routes. As part of the settlement, and in conjunction with new FAA regulations regarding departure procedures, the FAA developed the proposed OROSZ THREE and SLAPP TWO routes, which require departures to turn northward "as soon as practicable after take-off."

The initial flight path for the proposed OROSZ THREE and SLAPP TWO is a satellite-based route with aircraft flight management systems automatically routing aircrafts along pre-programmed waypoints. As the initial leg of the departure route uses specific, programmed waypoints over Studio City (the JAYTE waypoint) and Sherman Oaks (the TEAGN waypoint), air traffic departing Hollywood Burbank Airport will be more concentrated over these areas of the City.

Prior to the Metroplex implementation, departures from Hollywood Burbank Airport followed more conventional SID procedures with published compass headings and altitude directions and radar vectoring given by air flight controllers after the initial take-off, resulting in a wide dispersal of flight paths. In March 2017, area navigation procedures were introduced, which rely on satellite-based navigation equipment and likely resulted in more concentrated flight paths for pilots that opted for this departure procedure and were more likely to use the autopilot function of their flight management systems on the initial leg of the procedure. The OROSZ THREE and SLAPP TWO procedures currently being proposed would significantly concentrate departing air traffic even further along a defined flight path.

The City Attorney and multiple Council offices requested that the public comment period be extended for the proposed OROSZ THREE and SLAPP TWO procedures and requested a more robust environmental review and analysis of the routes. Public comment for the Draft Environmental Review of the two departure procedures was closed on November 18, 2018. On November 20, 2018, Council passed a motion requesting that the City Attorney prepare a strategy to engage with the FAA and ensure that all appropriate State and Federal laws are followed in the implementation of changes to air traffic control procedures, "specifically including flight patterns around Hollywood Burbank Airport."

In December 2018, the Council adopted a Revised Resolution opposing the proposed OROSZ THREE and SLAPP TWO amended departure routes and procedures for Hollywood Burbank Airport and the FAA's Draft Environmental Review's Finding of No Significant Impact under the National Environmental Policy Act.



Matthew Shade
Analyst

Attachments: 1. Revised Resolution

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the Federal Aviation Administration (FAA) recently solicited public comments on proposed amendments to the OROSZ and SLAPP area navigation departure (RNAV) procedures at Hollywood Burbank Airport; and

WHEREAS, many neighborhoods in the eastern San Fernando Valley portion of the City of Los Angeles will be adversely impacted by these proposed procedures; and

WHEREAS, the FAA Reauthorization Act of 2018 allows for an airport operator to request the FAA Administrator consider the feasibility of dispersal headings or other lateral track variation on take-off pursuant to Section 175 of said Act; and

WHEREAS, the Burbank-Glendale-Pasadena Airport Authority, owner and operator of Hollywood Burbank Airport, submitted such a letter to the FAA Administrator on December 10, 2018;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution the City of Los Angeles hereby includes in its 2019-2020 Federal Legislative Program SUPPORT for any legislation or administrative action implementing dispersal headings or other lateral track variations for any new departure procedures out of Hollywood Burbank Airport to address the noise concerns of City residents.