

**SOUTHERN CALIFORNIA TRACON  
BURBANK AREA  
STANDARD OPERATING PROCEDURES**



**VIRTUAL AIR TRAFFIC SIMULATION NETWORK  
LOS ANGELES ARTCC**

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## Change Notices

| Version | Date    | Explanation of Changes                    |
|---------|---------|---|
| 1.00    | 22AUG20 | New formatting, new major versioning.     |
| 1.20    | 28JUN23 | Added new handoff table information       |
| 1.30    | 02SEP23 | Minor updates                             |
| 1.31    | 17SEP23 | Minor updates to position table           |
| 1.40    | 23JUN24 | Updated for new ZLA Splits                |
| 1.50    | 13FEB25 | Added Mugu information to Woodland Sector |

## SECTION 1. GENERAL

### 1-1. PURPOSE

This chapter establishes the standard operating procedures for the Burbank specialty and prescribes the operational procedures unique to the Burbank area. Controllers staffing the Burbank area must be familiar with and adhere to the information and procedures described in this Chapter to provide a safe, orderly, and efficient flow of air traffic in Southern California TRACON and Burbank area airspace.

### 1-2. SCOPE OF RESPONSIBILITIES

The Burbank specialty is responsible for arrivals, departures, and overflights in and through the Southern California TRACON Burbank area.

### 1-3. BURBANK SECTORS

- a. The following sectors make up the Burbank specialty:
  1. Moorpark
  2. Valley
  3. Woodland

| SECTOR   | POSITION ID | FREQUENCY | INTERPHONE |
|----------|-------------|-----------|------------|
| MOORPARK | 1M          | 128.750   | MOORPARK   |
| VALLEY   | 1V          | 124.600   | VALLEY     |
| WOODLAND | 1W          | 134.200   | WOODLAND   |

## **SECTION 2. RADAR TEAM PROCEDURES**

### **2-1. EXIT FIX PROCEDURES**

The following procedures are common to the Burbank area. They must be referred to as “GMN/OROSZ or PMD/SLAPP Exit Fix Procedure.”

- a. GMN/OROSZ: All aircraft must be vectored toward GMN/, direct OROSZ, or if west of V23, instructed to join the airway or departure SID prior to V386.
- b. PMD/SLAPP:
  1. Requesting 13,000' MSL and below: Vector over or west of LANGE/CCHUM intersection to intercept PMD218R or SID. P/Q class aircraft must be at or climbing to the requested altitude.
  2. Requesting above 13,000' MSL: J class aircraft vector over or west of LANGE/CCHUM intersection. M/P/Q aircraft vector over or west of LANGE to intercept PMD218R/V518 or SID, climb to 13,000' MSL.

### **2-2. INTERNAL FLOW CONTROL**

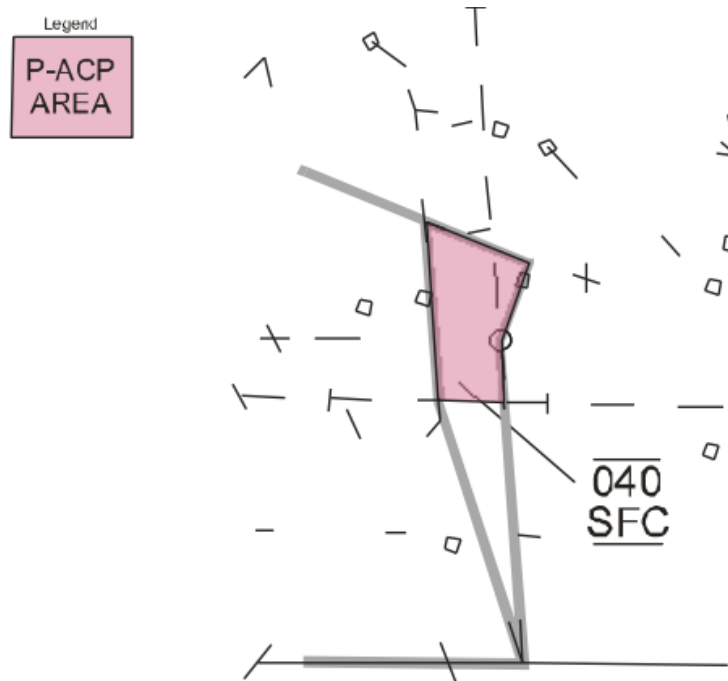
Except for J class aircraft routed via GMN/OROSZ, the departure sector must provide a minimum flow of eight (8) miles-in-trail or the posted flow, whichever is greater, to the enroute sector for aircraft that will enter Los Angeles Center's airspace. This would apply to like-type aircraft routed over the same fix.

## SECTION 3. COORDINATION

### 3-1. BURBANK AREA PREARRANGED COORDINATION PROCEDURES (P-ACP)

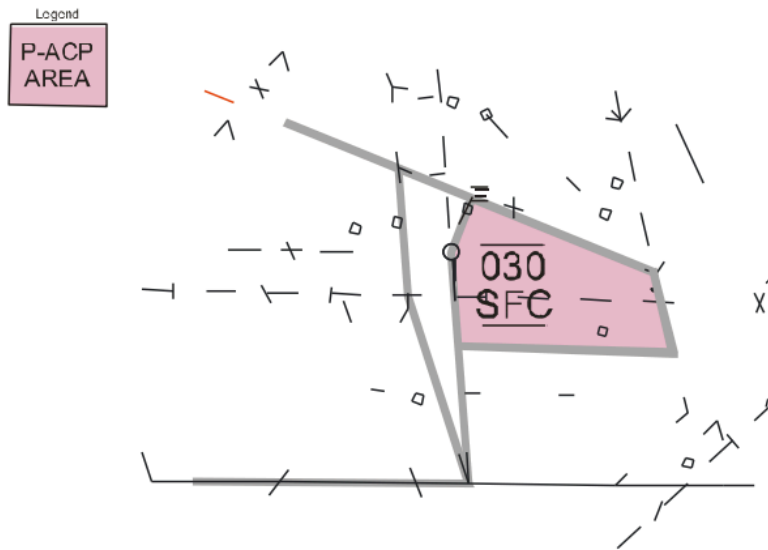
The procedures listed below constitute prearranged coordination for the Burbank area. In addition to the conditions listed below, all conditions listed in section 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate verbal coordination be completed in accordance with FAA Order 7110.65.

#### a. P-ACP BETWEEN MOORPARK AND WOODLAND SECTORS



1. Moorpark radar may enter P-ACP airspace with IFR arrivals on the VNY RWY 16 final approach course and IFR aircraft departing runway 34 northbound.
2. Moorpark radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

**b. P-ACP BETWEEN VALLEY AND WOODLAND SECTORS**



1. Valley radar may enter P-ACP airspace with departures from BUR and VNY airports.
2. Valley radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

### **3-2. BURBANK AREA SPECIFIC IFR AUTOMATED POINT OUTS**

Use of the automated point out function is authorized for the IFR operations described below.

- a. **Moorpark Sector is authorized to use the automated point out function for point outs to the Zuma Sector on aircraft routed through the Gorman gate.** Acceptance of the automated point out by the Zuma Sector authorizes Moorpark to climb through Zuma airspace with aircraft that transition northbound through the Gorman gate.

### **3-3. CLASS B CLEARANCE PROCEDURES FOR HOLLYWOOD PARK/COLISEUM ROUTES**

- a. The Burbank area must:
  1. Issue Hollywood Park Route Class B clearances.
  2. Issue Coliseum Route Class B clearances.
  3. Ensure southbound aircraft on the Hollywood Park or Coliseum Route enter Del Rey area airspace level at an assigned altitude of 9,500' MSL. In the event of an overtake 9,000' MSL may be assigned.

### **3-4. CLASS B CLEARANCE PROCEDURES FOR COASTAL ROUTE**

- a. The Burbank area must:
  1. Issue Coastal Route clearances either via the route as published or on a vector to join the LAX323R north of the Santa Monica Pier.
  2. Ensure southbound aircraft on a Coastal Route clearance enter Manhattan airspace level at an assigned altitude of 5,500' MSL.
- b. Manhattan must handoff northbound aircraft exiting the Coastal Route to Moorpark at or below 6,500' MSL. Moorpark has control north of the shoreline and must remain clear of Malibu airspace.



## **SECTION 4. MOORPARK SECTOR**

### **4-1. SECTOR OPERATIONS**

Moorpark is a combined arrival/departure/enroute sector responsible for:

- a. Departure service for aircraft departing Burbank and Del Rey area airspace routed via GMN/OROSZ, FIM, and LHS.
- b. VNY RWY 16 arrivals and RWY 34 departures.
- c. Services at WHP
- d. Feeding BUR arrivals to RWY 08/26/33 to the Woodland sector
- e. Class C services for the portion of the BUR class C airspace delegated to the Moorpark sector.

### **4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES**

- a. Arrivals
  1. Moorpark is the approach sequencing authority to Burbank Airport for all IFR aircraft landing RWY 15.
  2. Moorpark is the approach sequencing authority for all Van Nuys airport RWY 16 IFR arrivals.
  3. Moorpark is the approach sequencing authority for all Whiteman arrivals.
  4. Moorpark must obtain an intersection sequence from Woodland for J and M aircraft landing RWY 15, unable to hold short of RWY 8.

**4-3. COORDINATED HANDOFF PROCEDURES**

a. To the Moorpark Sector from:

| <b>SECTOR</b>   | <b>TYPE</b> | <b>DEST/RTE</b>                 | <b>ALT</b> | <b>HDG/INFO</b>  |
|-----------------|-------------|---------------------------------|------------|--|
| MALIBU<br>LAX W | J           | GMN SID or V23                  | A/C80      | RV 360-020 through the Gorman Gate to join the route   |
|                 |             | LADYJ/TOPMM SID via GMN/OROSZ   |            | On the SID or direct LADYJ/OROSZ to resume the SID   |
|                 | M           | GMN SID or V23                  | A70        | RV340-020 through the Gorman Gate to join V23  |
| JCF             | JMPQ        | LNDG BUR/VNY                    | A80        | On appropriate STAR. WDLR control at JANNY.  |
| ZLA 26          | JM          | LNDG BUR/VNY/WHP/SMO            | D70        | Via the BONJO/ROKKR STAR: Descend via STAR. FERN arrival or equiv preferential route cross CANYN at 9,000. |
|                 | PQ          |                                 | A90        |  |
| VALLEY          | JM          | BUR RWY 8/15 Depts to GMN/OROSZ | A/C130     | RV twds GMN/OROSZ  |

b. From the Moorpark Sector to:

| SECTOR                          | TYPE | DEST/RTE                           | ALT    | HDG/INFO   |
|---------------------------------|------|------------------------------------|--------|--|
| ZLA 27                          | J    | Via GMN/OROSZ                      | C230   | On or joining the appropriate DP/route or direct GMN/OROSZ clear of Sector 26 airspace and at least 5 miles west of V459 centerline. |
| WOODLAND                        | JMPQ | Lndg VNY                           | A/D70  | On appropriate routing   |
|                                 |      | LNDG VNY                           |        | After FIM direct TOAKS, ILS RWY 8, or appropriate arrival or on the route.   |
| VALLEY<br><b>BUR RWY<br/>33</b> | JM   | BUR RWY 26/33 dept<br>to PMD/SLAPP | A/C130 | RV over or west of LANGE   |
| VALLEY<br><b>VNY RWY 34</b>     | JM   | Via HAYEZ Dept                     | A/C130 | On the route   |

## **SECTION 5. VALLEY SECTOR**

### **5-1. SECTOR OPERATIONS**

Valley is a combination arrival/departure/enroute sector responsible for:

- a. Departures from Burbank RWY 08/15 south through southwest.
- b. Departures from VNY RWY 16 eastbound.
- c. Providing Class C in the portion of the BUR Class C airspace delegated to Valley.
- d. Traffic routed via V186.
- e. Arrivals to Los Angeles area airspace.
- f. Arrival sequence to BUR RWY 26.
- g. Arrival sequence to SMO.
- h. SMO RWY 03 CHOII/SMO SID departures.
- i. BUR/VNY/WHP departures to PMD/SLAPP.
- j. When LAX is East:
  1. LAX Departures routed over GMN and GARDY.
  2. Empire Area departures routed over GMN, EHF, LHS, DAG, and AVE.

### **5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES**

- a. Arrivals
  1. San Gabriel Valley Airport (EMT) VOR/DME-B Approach.
    - a. Obtain approval from Empire prior to issuing an approach clearance.
    - b. After receipt of approval make a point out to Stadium sector.
    - c. Hand off to Pomona prior to leaving Valley's airspace.
    - d. Terminate radar service and transfer communications to EMT Tower or to Empire area when EMT Tower is closed prior to reaching IMEFY/35 DME fix.
  2. SMO VOR-A RWY 21 and RNAV (GPS) RWY 21 approaches.

### 5-3. COORDINATED HANDOFF PROCEDURES

a. To the Valley Sector from:

| SECTOR                    | TYPE | DEST/RTE                              | ALT            | HDG/INFO  |
|---------------------------|------|---------------------------------------|----------------|---|
| MALIBU<br>LAX W           | M    | SKWRL SID                             | C70            | On SID at or prior to NTSHA                         |
| MALIBU<br>LAX E           | J    | GARDY DP                              | Climb via E130 | On the route or direct TRAPP to resume              |
|                           |      | GMN DP                                | A/C130         | RV320 west of V459                                  |
|                           |      | WNNDY DP                              | Climb via E130 | On the route or direct JRGSN to resume              |
| POMONA                    | JM   | LNDG BUR, SMO, VNY via THRNE STAR     | Descend via    | On the STAR or direct VNY (BUR, VNY) or DARTS (SMO) |
| POMONA<br>LAX E           | J    | Via SNSHN/POM DP                      | C90            | On the route. Moorpark control at POM.              |
| JCF                       | JMPQ | Via V518..V459 DARTS or KIMMO arrival | A80            | On the route  |
| ZLA 27                    | JMPQ | Via V459.DARTS/KIMMO/WAYVE STAR       | A110           | On the route  |
| MOORPARK<br>BUR RWY<br>33 | JM   | BUR RWY 26/33 dept to PMD/SLAPP       | A/C130         | RV over or west of LANGE                            |
| MOORPARK<br>VNY RWY<br>34 | JM   | Via HAYEZ Dept                        | A/C130         | On the route  |

b. From the Valley Sector to:

| <b>SECTOR</b>            | <b>TYPE</b> | <b>DEST/RTE</b>                              | <b>ALT</b> | <b>HDG/INFO</b>   |
|--------------------------|-------------|--|------------|---|
| <b>STADIUM<br/>LAX W</b> | JMPQ        | Enroutes LNDG LAX from the vicinity of DARTS | A/D 70     | RV140 Vcnty DARTS at 210kts. Stadium ctrl for descend to cross DARTS at or above 060. At DARTS Stadium ctrl for vectors southbound toward the SMO FAC and descent to 040. |
| ZLA 38                   | J           | Via PMD/SLAPP                                | C190       | On the route. Center has control for climb.   |
| <b>ZLA 27<br/>LAX E</b>  | JM          | Via GMN/WNNDY                                | A/C130     | GMN DP DRCT GMN, WNNDY on route   |
|                          | J           | Via GARDY                                    | A/C130     | On the GARDY/SNSHN DP. ZLA has control.   |
|                          | J           | Via SNSHN SID                                | A/C130     |   |
| MOORPARK                 | JM          | BUR RWY 8/15 Depts to GMN/OROSZ              | A/C130     | RV twds GMN/OROSZ   |

## SECTION 6. WOODLAND SECTOR

### 6-1. SECTOR OPERATIONS

Woodland is a combination departure/arrival/enroute sector responsible for:

- a. Sequencing arrivals to BUR RWYs 08/33, BUR RWY 8/15 intersection, and VNY RWY 34.
- b. VNY departures, except those departing VNY RWY 16 over PMD/SLAPP and eastbound.

### 6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Arrivals.
  1. Woodland is the approach sequencing authority for Burbank RWY 8/33.
  2. Woodland is the approach sequencing authority for Burbank RWY 8/15 intersection.
  3. Woodland is the approach sequencing authority for Van Nuys RWY 34.
  4. BUR RWY 8: Visual approaches and VFR aircraft inbound over the VNY Class D surface area must be issued a restriction to "Cross VNY at 3,000." Aircraft at or below 3,500' MSL or lower over VNY do not require a point out to Valley.
  5. Woodland is the approach sequencing authority for Camarillo and Oxnard (KCMA/KOXR) arrivals
    - a. Woodland should clear aircraft for approaches into CMA and OXR.
    - b. Once cleared on the approach, transfer communications to Pt. Mugu (NTD) approach

### 6-3. COORDINATED HANDOFF PROCEDURES

- a. To the Woodland Sector from:

| SECTOR   | TYPE | DEST/RTE | ALT   | HDG/INFO   |
|----------|------|----------|-------|--|
| MOORPARK | JMPQ | Lndg VNY | A/D70 | On appropriate routing   |
|          |      | LNDG VNY |       | After FIM direct TOAKS, ILS RWY 8, or appropriate arrival or on the route. |

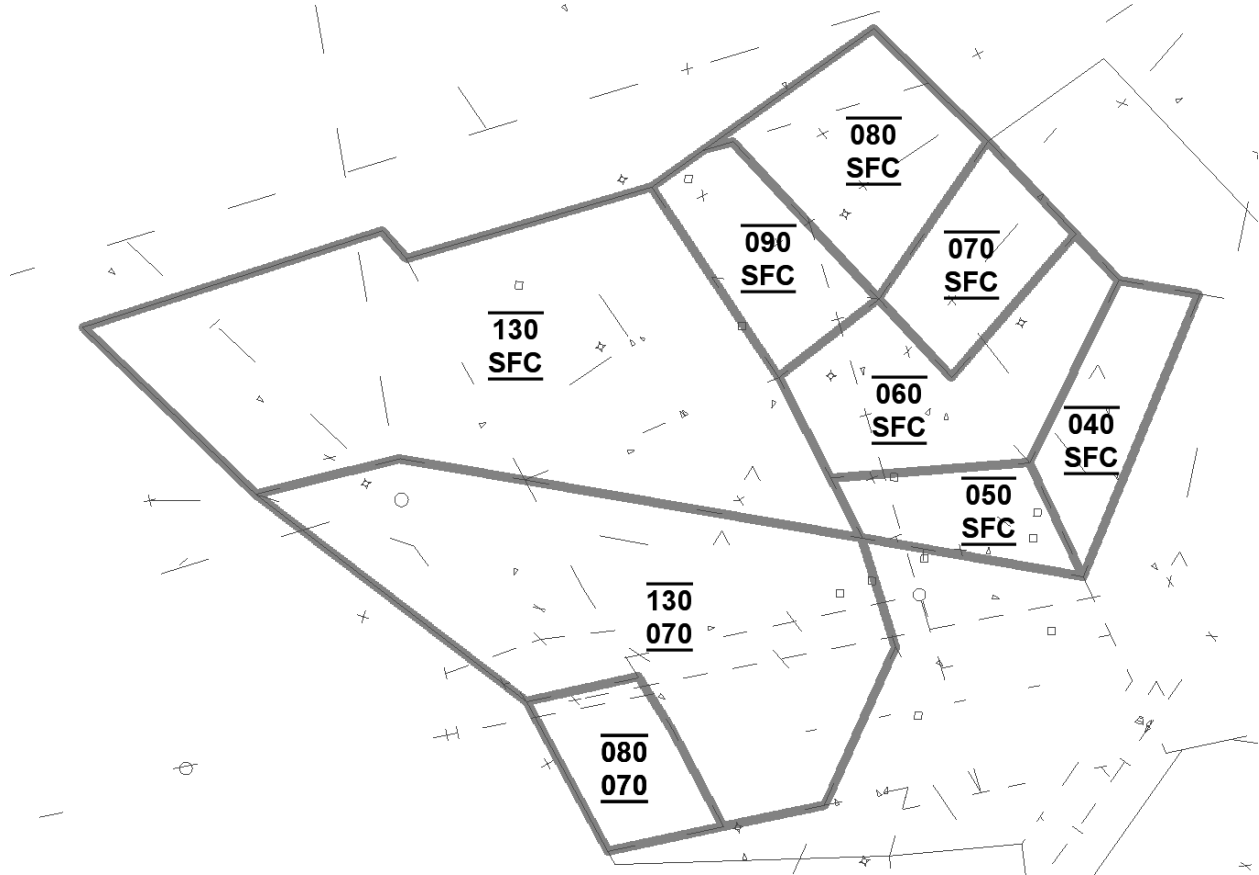
- b. From the Woodland Sector to:

| SECTOR  | TYPE | DEST/RTE              | ALT | HDG/INFO   |
|---------|------|-----------------------|-----|--|
| PT MUGU | JMPQ | Landing CMA, OXR, NTD | A40 | Direct IAF, Localizer, Final approach course, or direct TROYE (NTD only) |

SECTION 7. BURBANK AREA MAPS

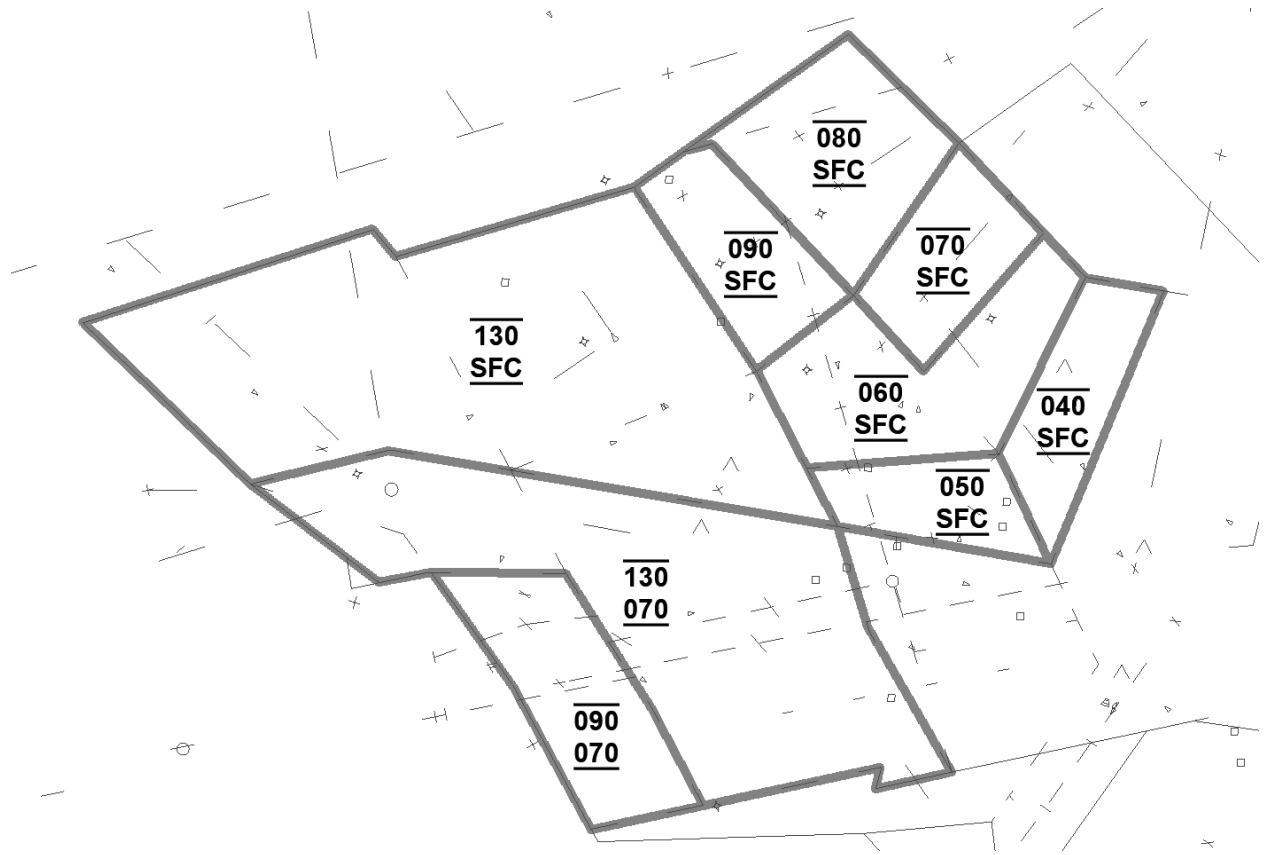
7-1 MOORPARK SECTOR

a. MOORPARK SECTOR - LAX WEST, BUR 8/15

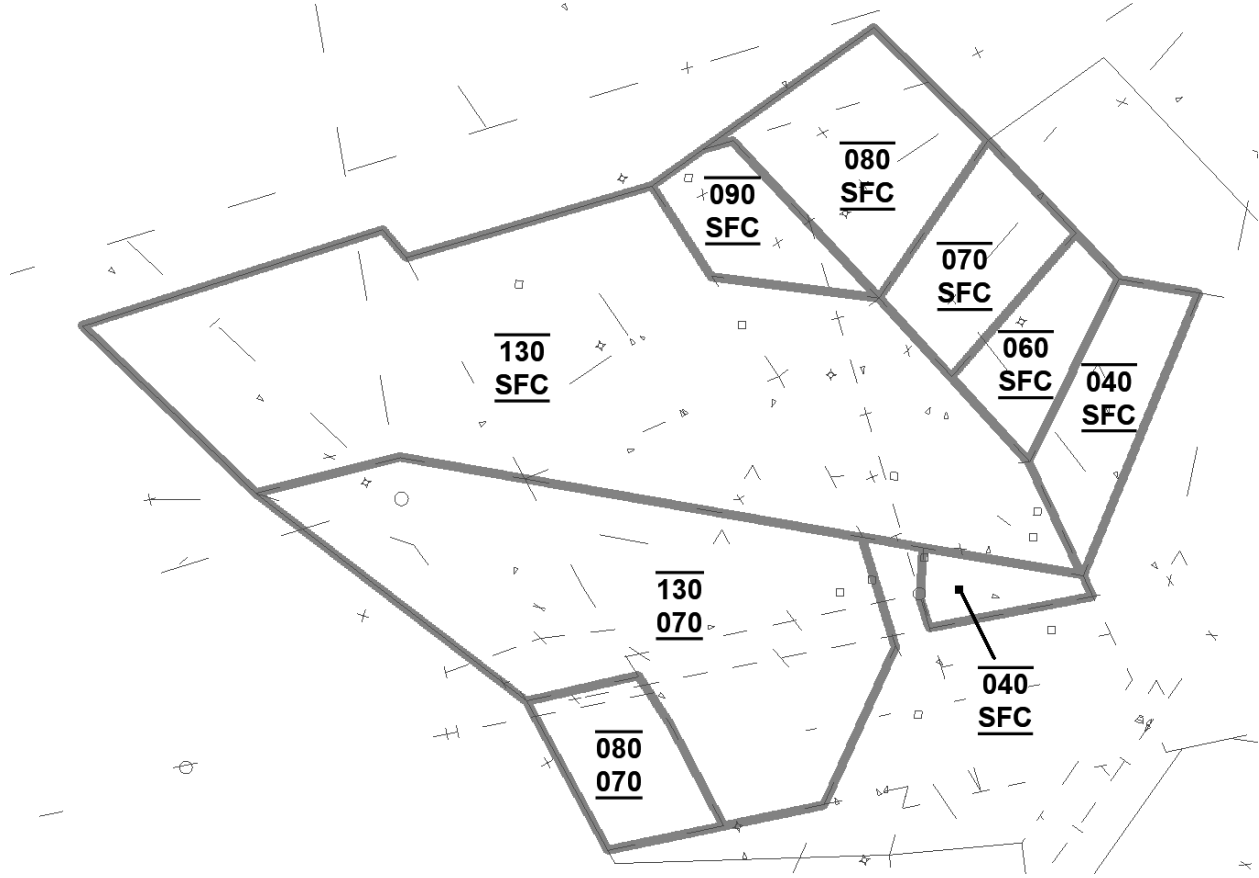




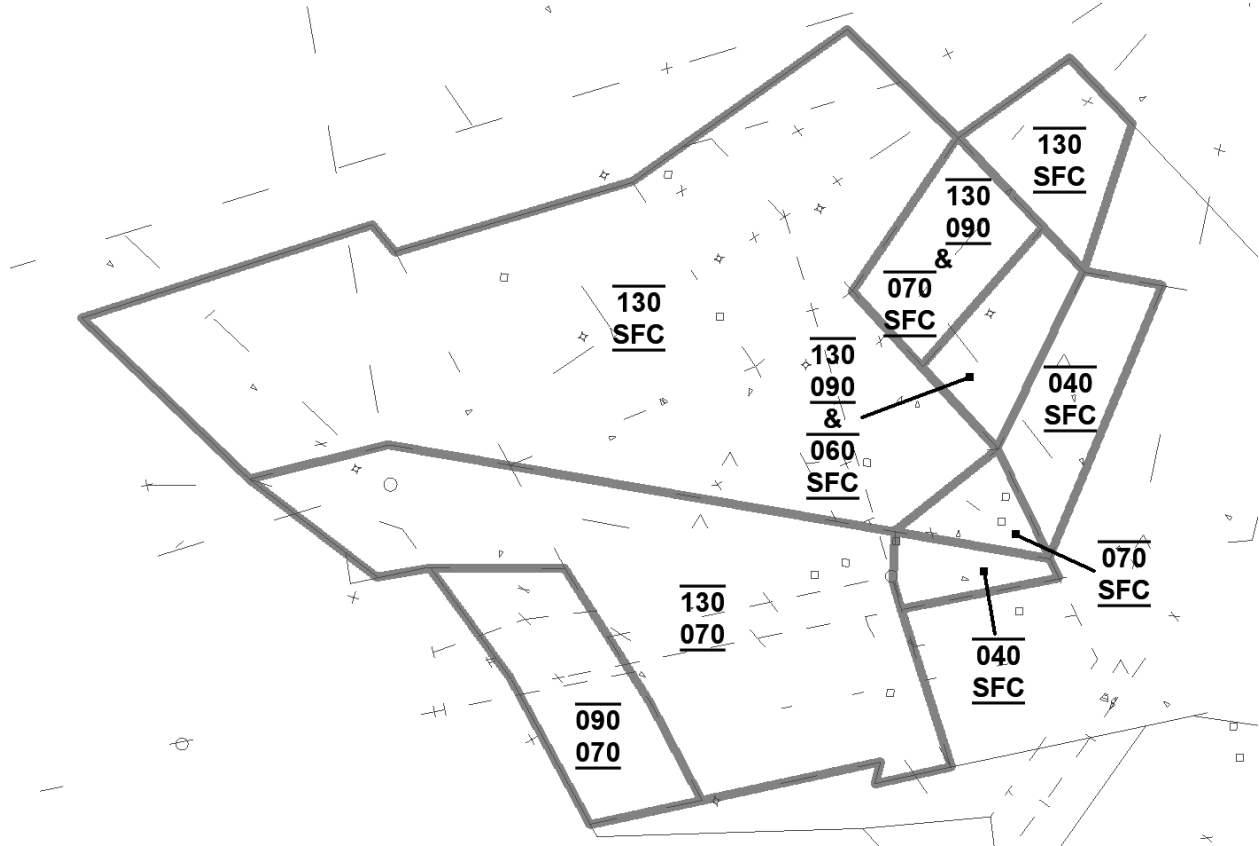
b. MOORPARK SECTOR - LAX EAST, BUR 8/15



c. MOORPARK SECTOR - LAX WEST, BUR 26/33

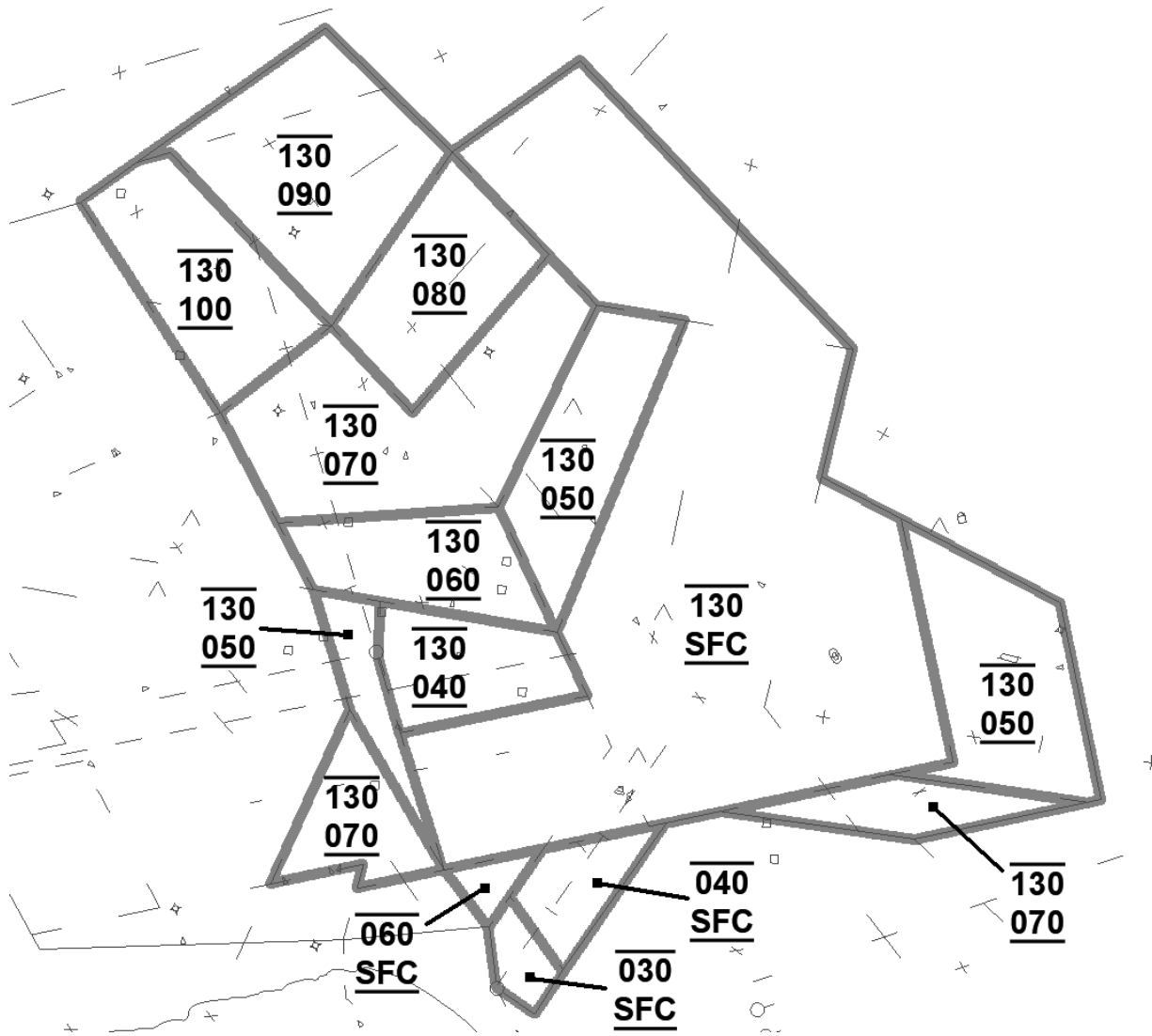


d. MOORPARK SECTOR - LAX EAST, BUR 26/33

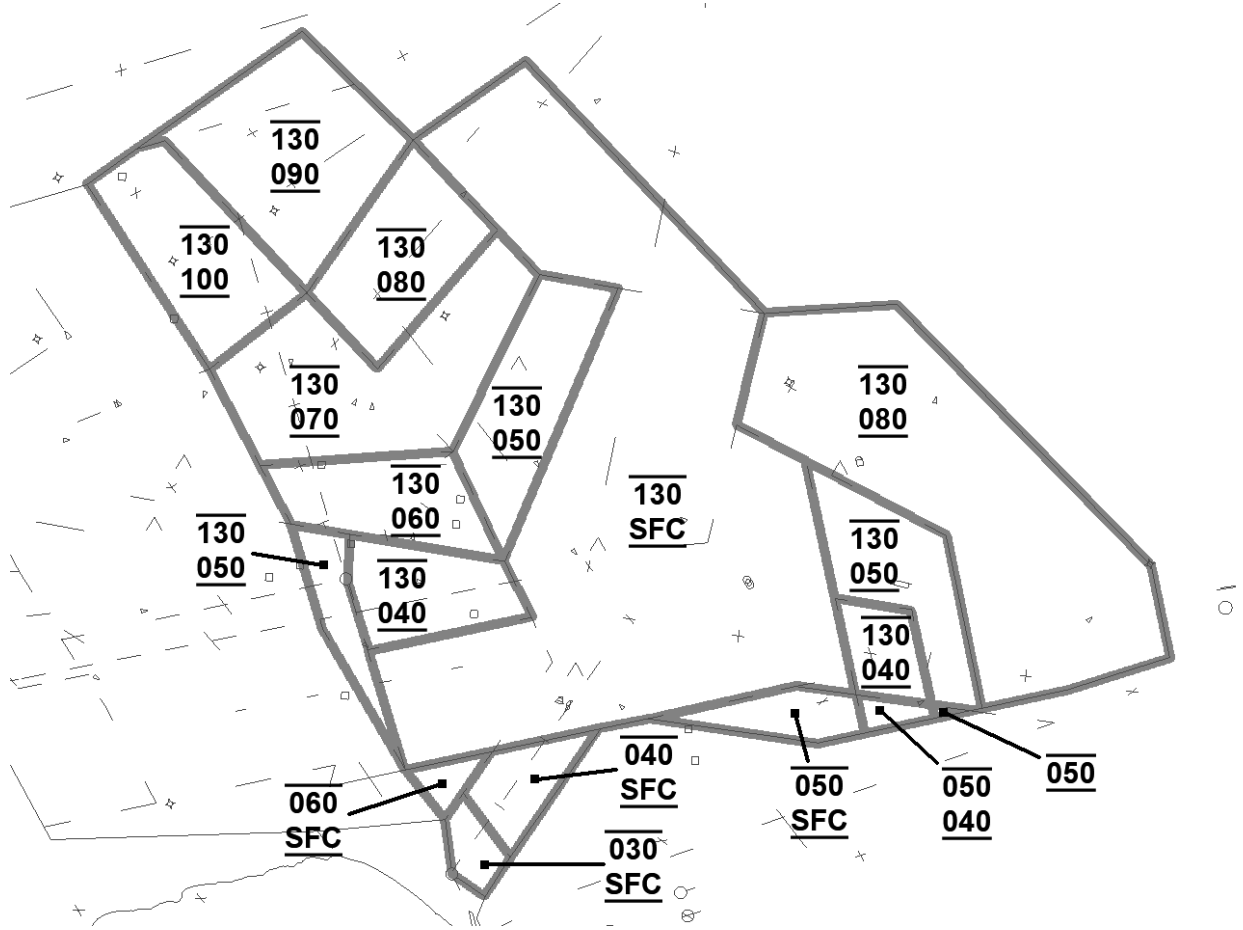


7-2. VALLEY SECTOR

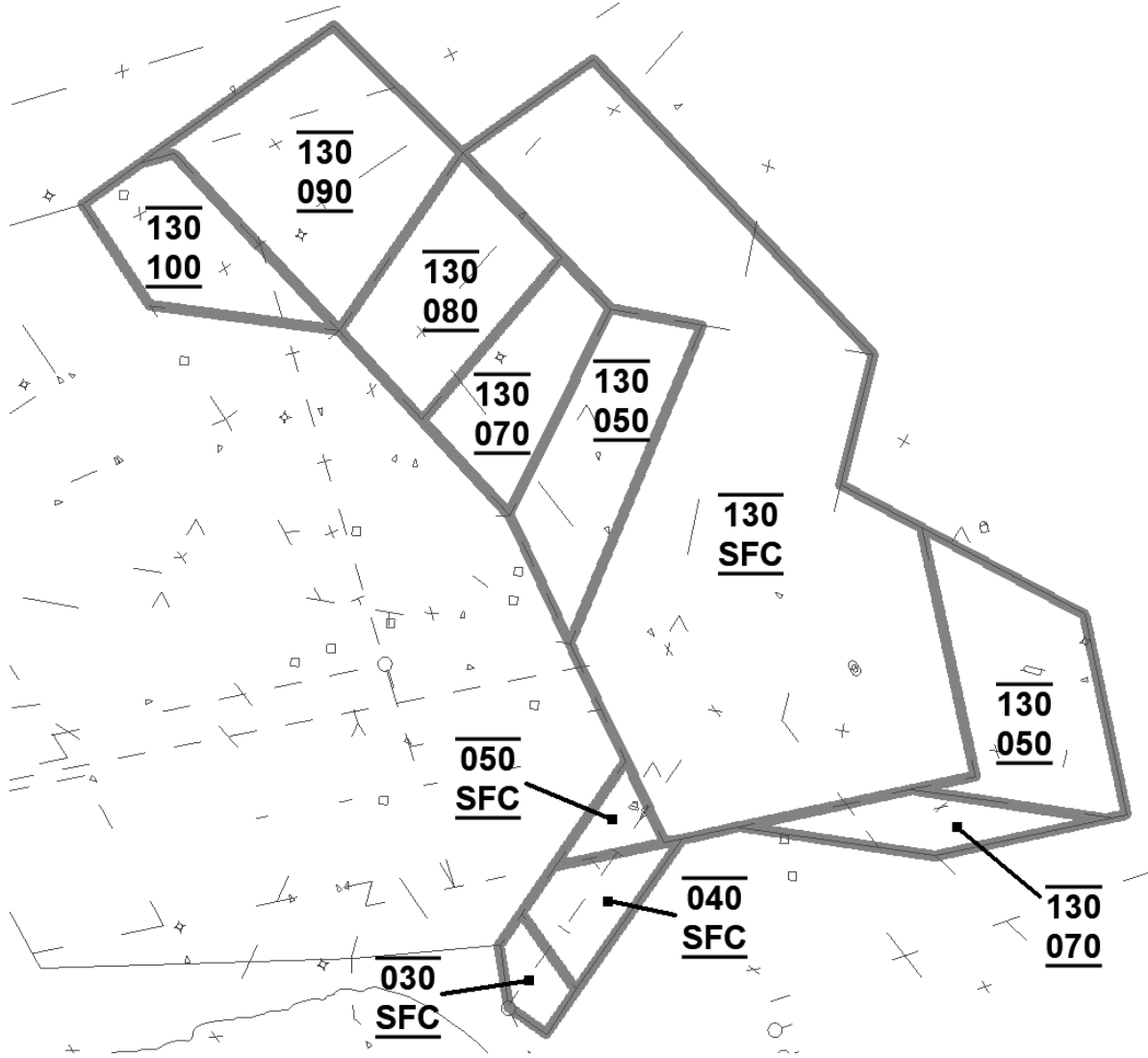
a. VALLEY SECTOR - LAX WEST, BUR 8/15



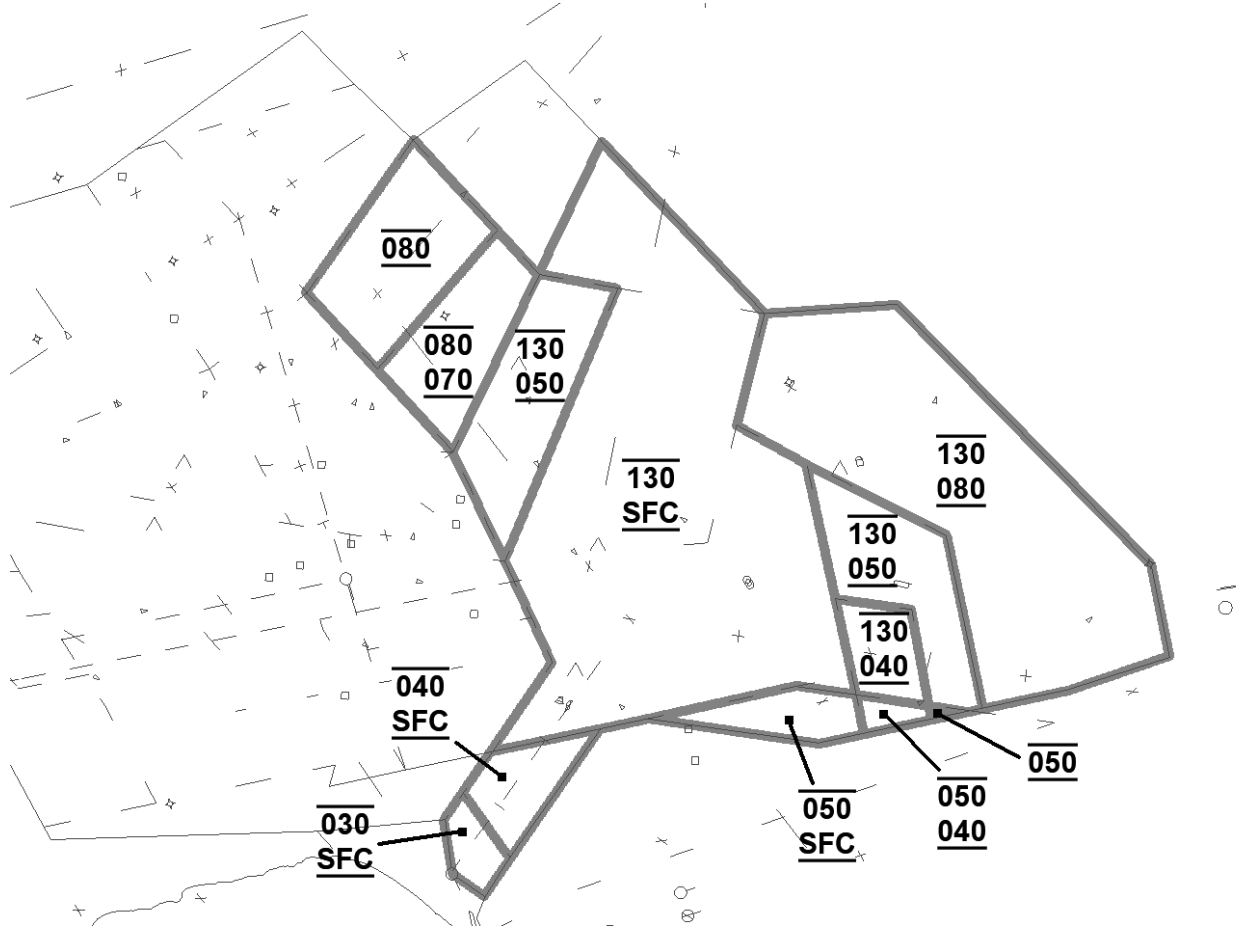
b. VALLEY SECTOR - LAX EAST, BUR 8/15



c. VALLEY SECTOR - LAX WEST, BUR 26/33

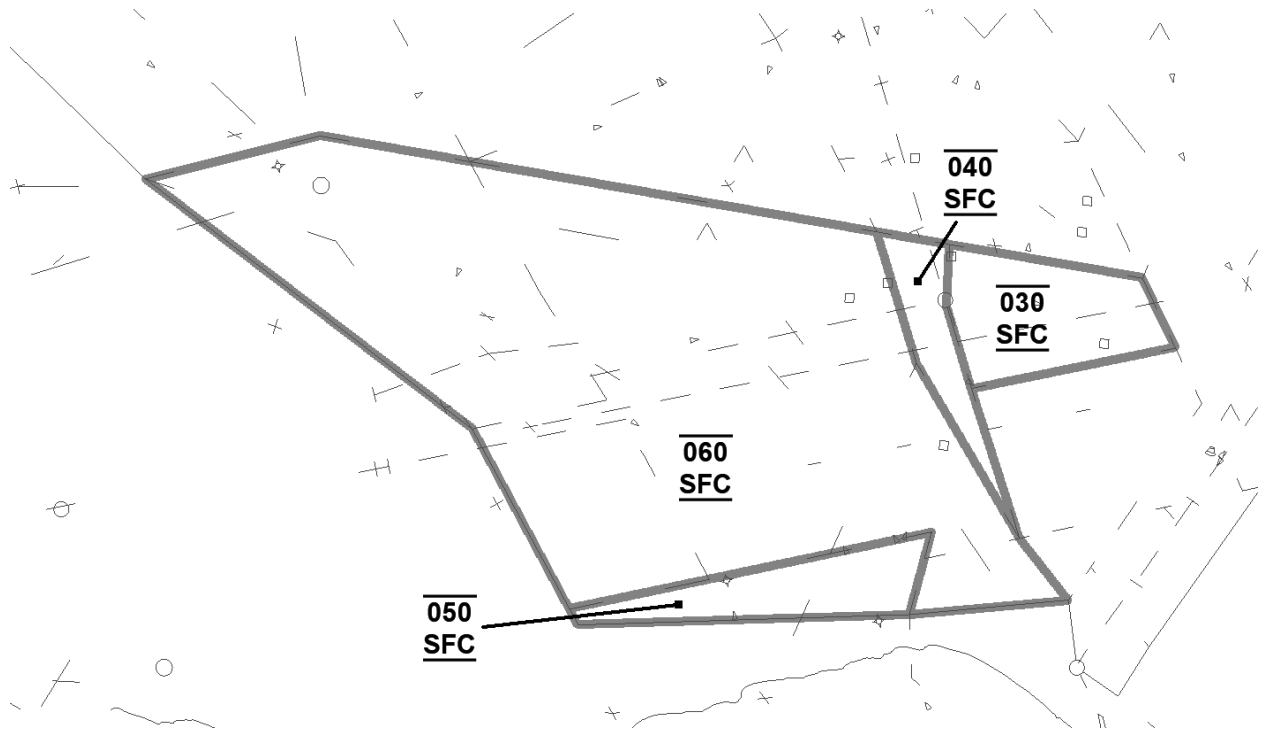


d. VALLEY SECTOR - LAX EAST, BUR 26/33



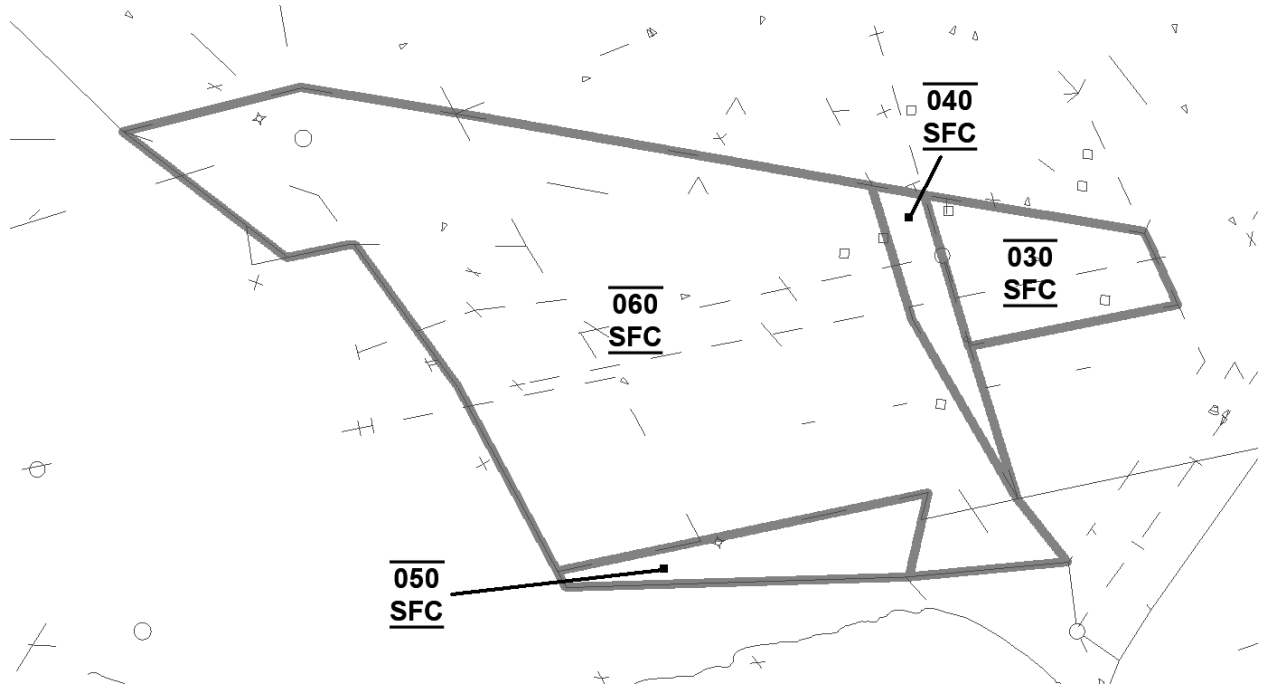
7-3. WOODLAND SECTOR

a. WOODLAND SECTOR - LAX WEST, BUR 8/15

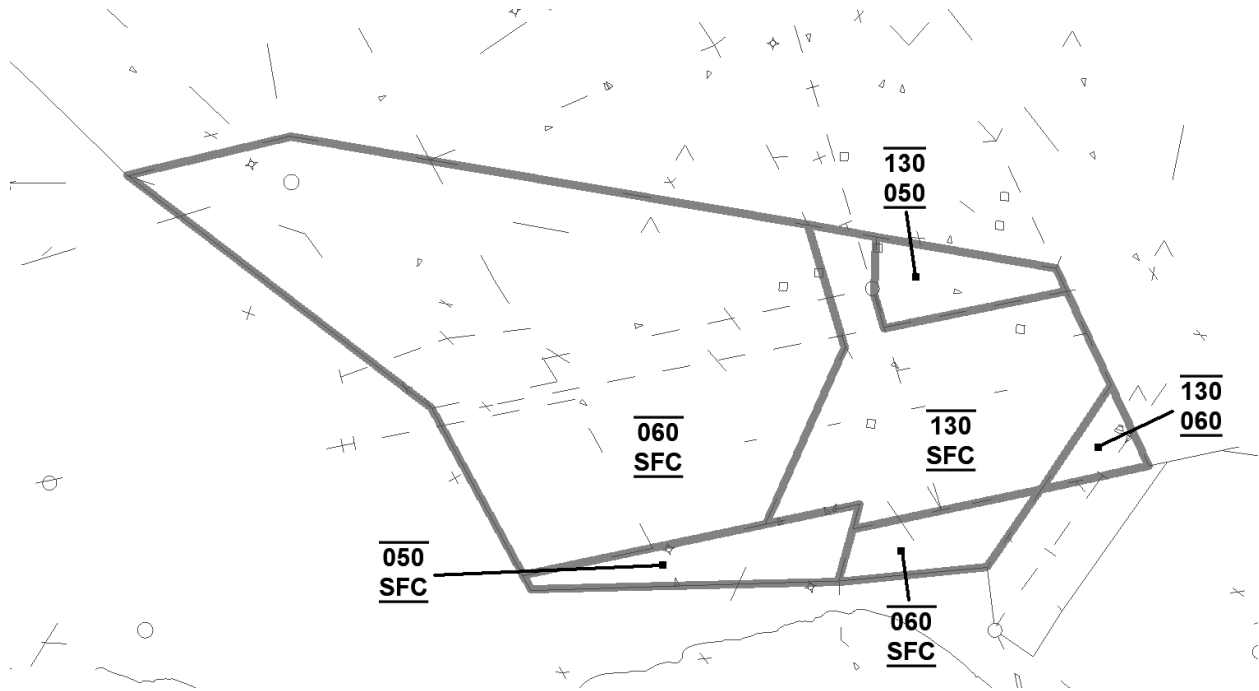




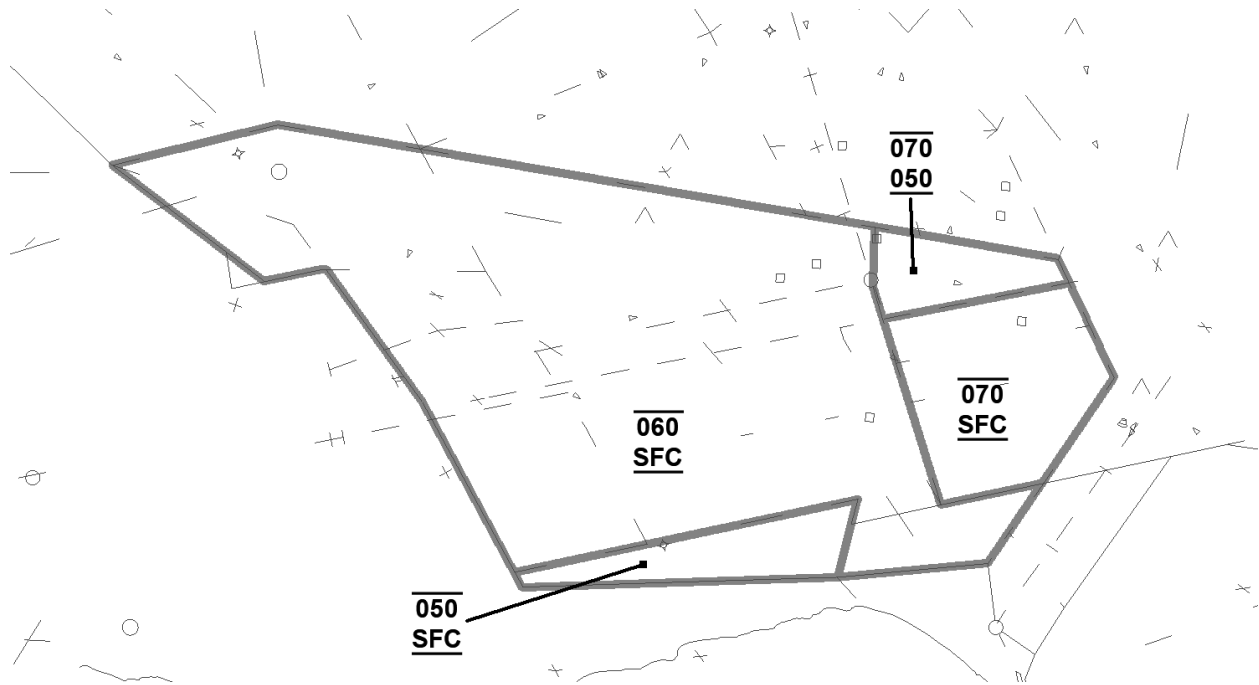
**b. WOODLAND SECTOR - LAX EAST, BUR 8/15**



c. WOODLAND SECTOR - LAX WEST, BUR 26/33

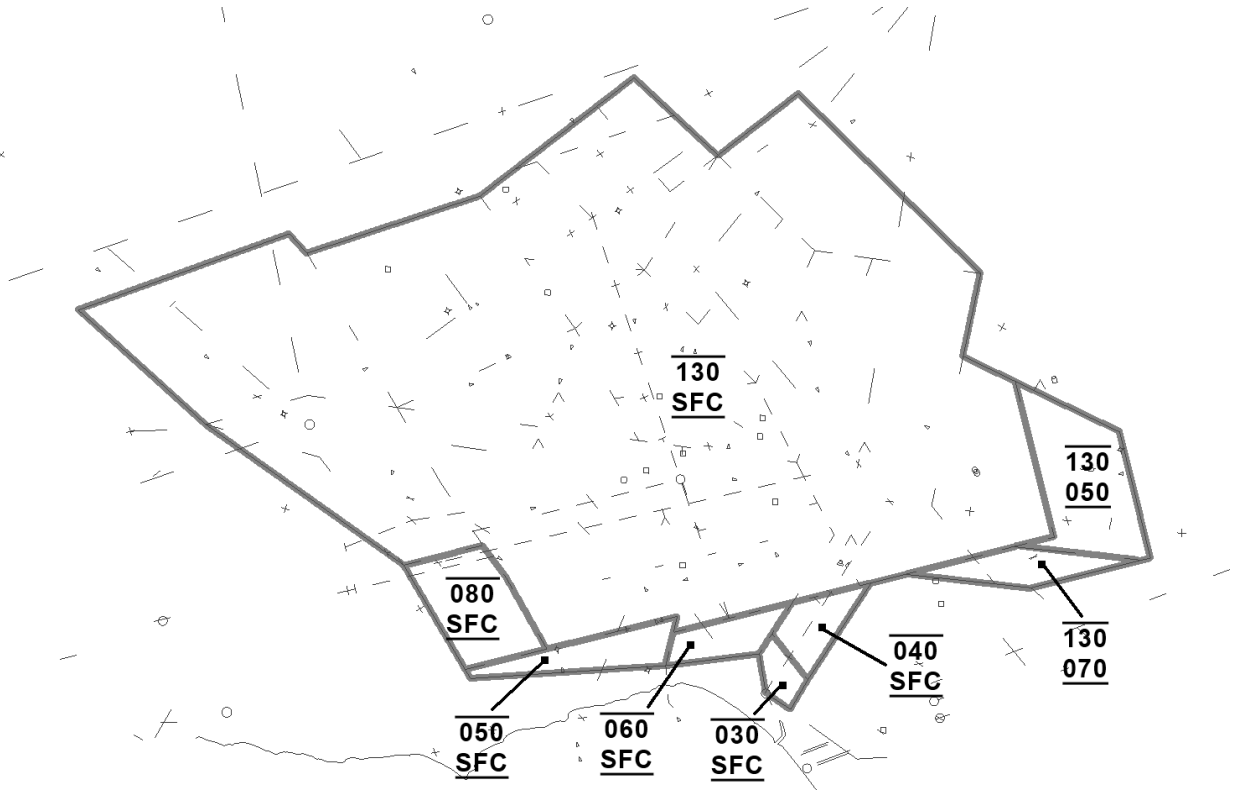


d. WOODLAND SECTOR - LAX EAST, BUR 26/33

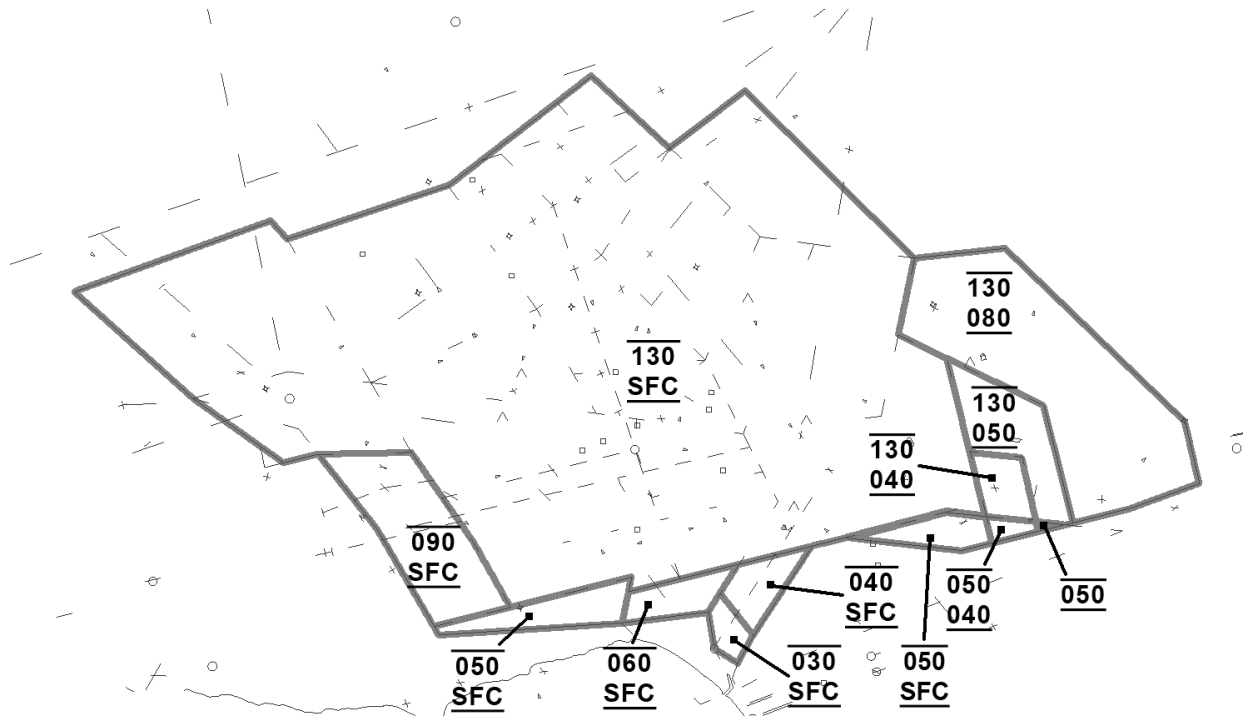


**7-4. BURBANK AREA COMBINED**

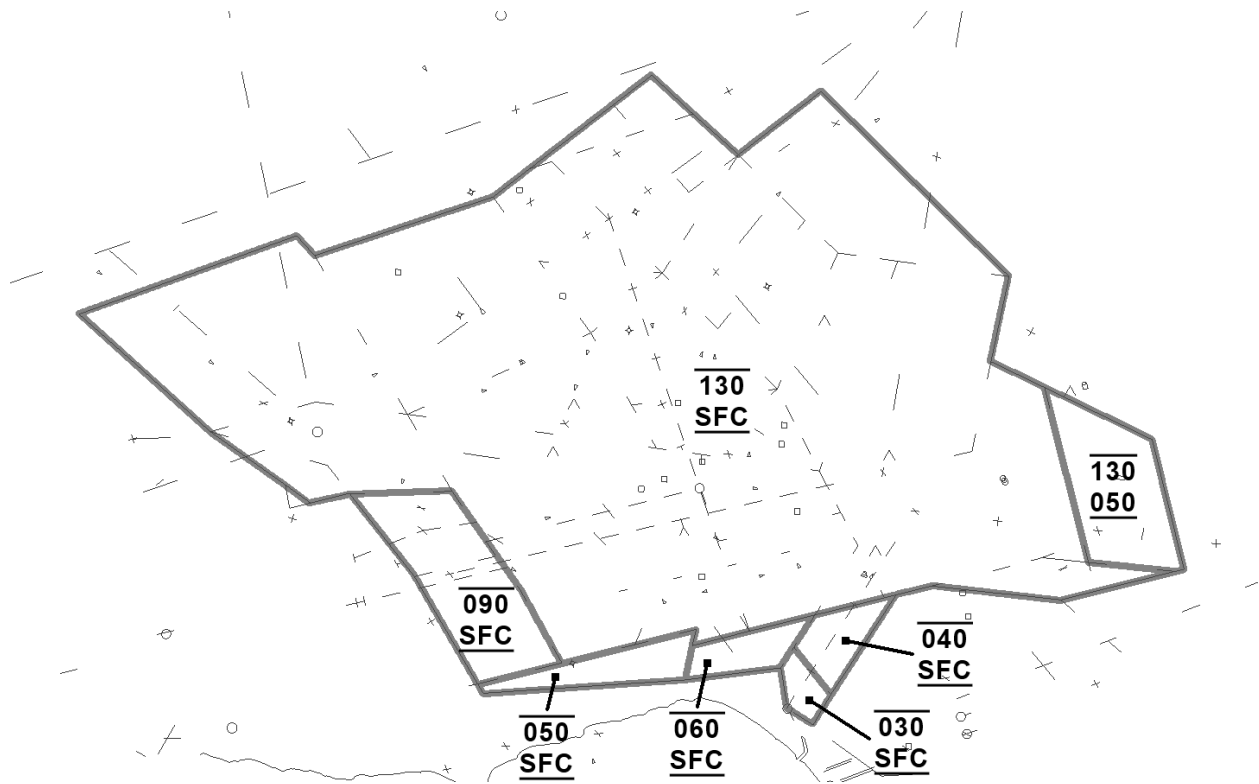
**a. BURBANK AREA - LAX WEST**



b. BURBANK AREA - LAX EAST



c. BURBANK AREA - LAX OVER OCEAN



**7-5. GORMAN AND VALLEY GATES**

