

**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

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	CALLSIGN
MOORPARK	1M	128.750	MOORPARK	BUR_M_APP
VALLEY	1V	124.600	VALLEY	BUR_V_APP
WOODLAND	1W	134.200	WOODLAND	BUR_W_APP

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

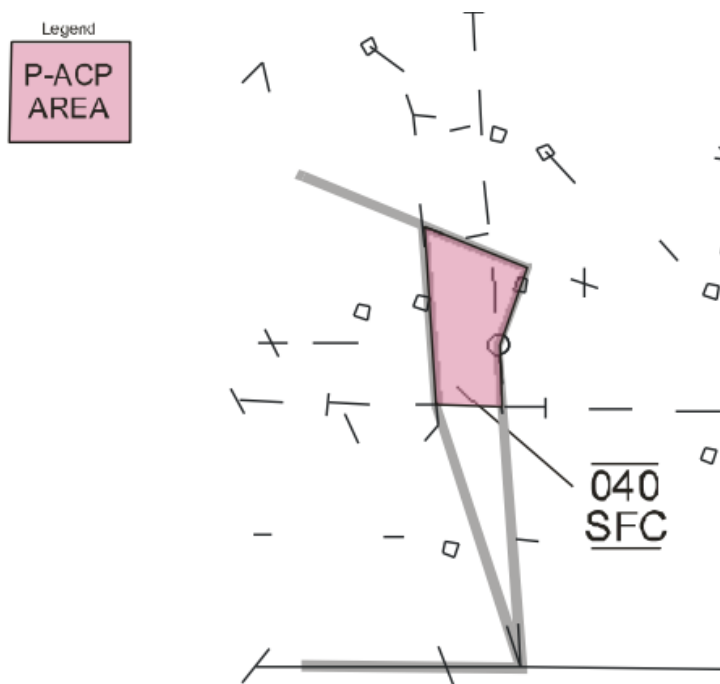
Except for J class aircraft routed via GMN/OROSZ, the departure sector must provide a minimum flow of eight (8) miles-in-trail or the posted flow, whichever is greater, to the enroute sector for aircraft that will enter Los Angeles Center's airspace. This would apply to like-type aircraft routed over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

SECTION 3. COORDINATION

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

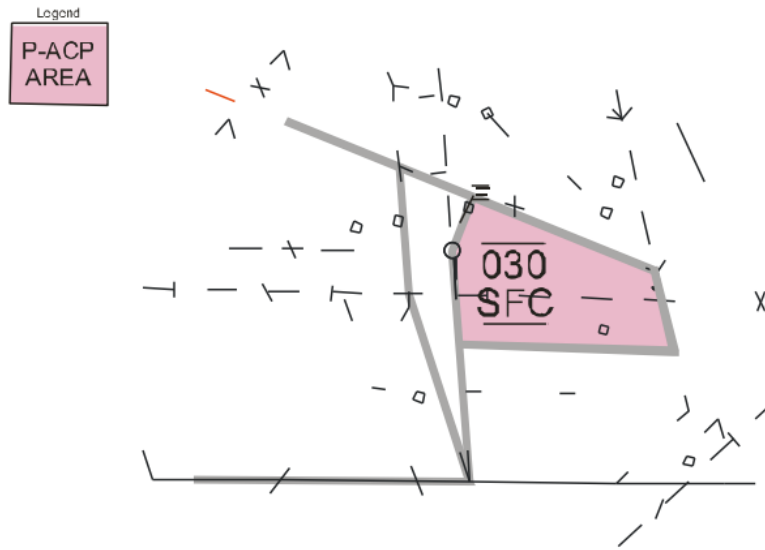
The procedures listed below constitute prearranged coordination for the Burbank area. In addition to the conditions listed below, all conditions listed in section 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate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

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
MALIBU 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 13	JM	LNDG BUR/VNY/WHP/SMO	D110	FERN arrival or equiv preferential route
	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 04	J	Via GMN/OROSZ	C230	On or joining the appropriate DP/route or direct GMN/OROSZ clear of Sector 13 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 BUR RWY 33	JM	BUR RWY 26/33 dept to PMD/SLAPP	A/C130	RV over or west of LANGE
VALLEY VNY RWY 34	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 LAX W	M	SKWRL SID	C70	On SID at or prior to NTSHA
MALIBU 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 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 04	JMPQ	Via V459.DARTS/KIMMO/WAYVE STAR	A110	On the route
MOORPARK BUR RWY 33	JM	BUR RWY 26/33 dept to PMD/SLAPP	A/C130	RV over or west of LANGE
MOORPARK VNY RWY 34	JM	Via HAYEZ Dept	A/C130	On the route

b. From the Valley Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
STADIUM LAX W	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 04	J	Via PMD/SLAPP	C190	On the route. Center has control for climb.
ZLA 04 LAX E	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.

6-3. COORDINATED HANDOFF PROCEDURES

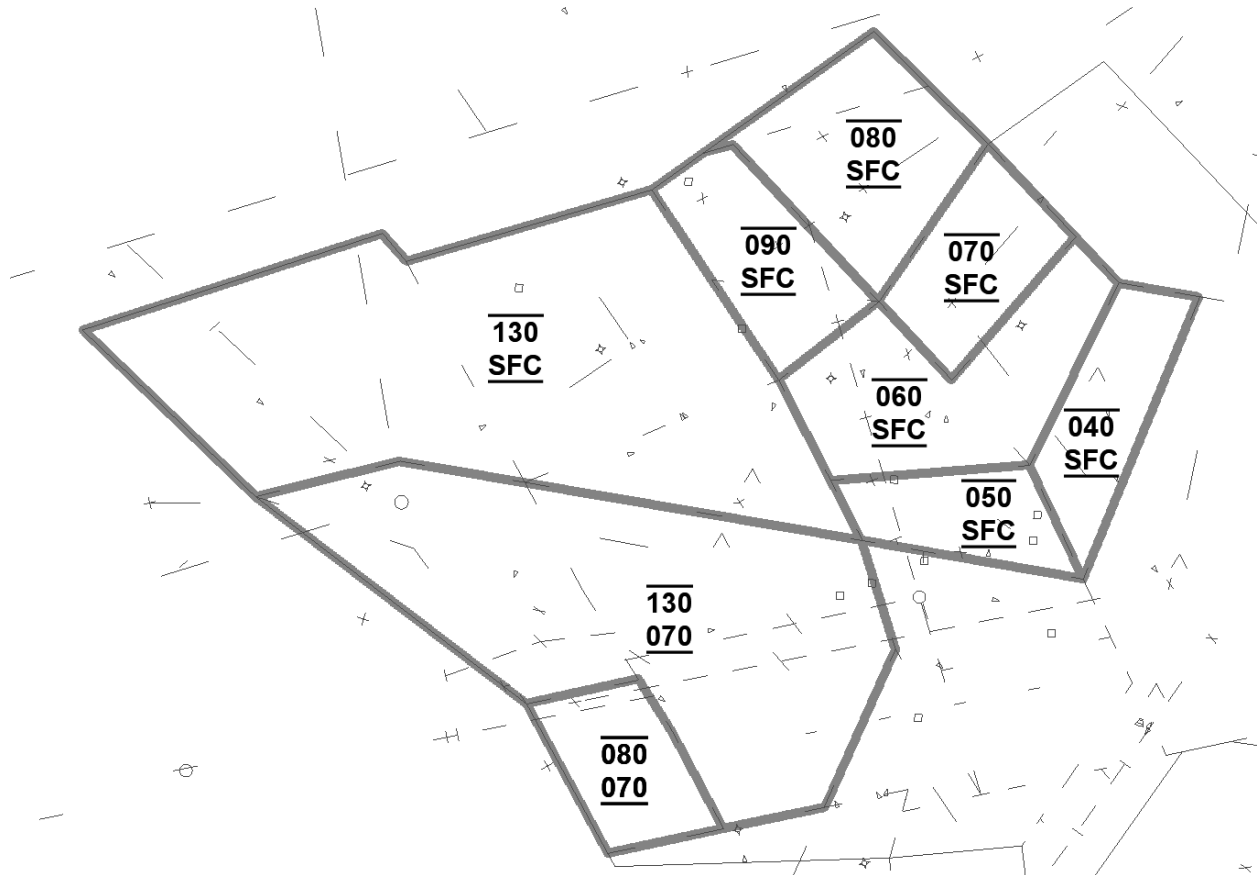
- a. To the Woodland Sector from:

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.

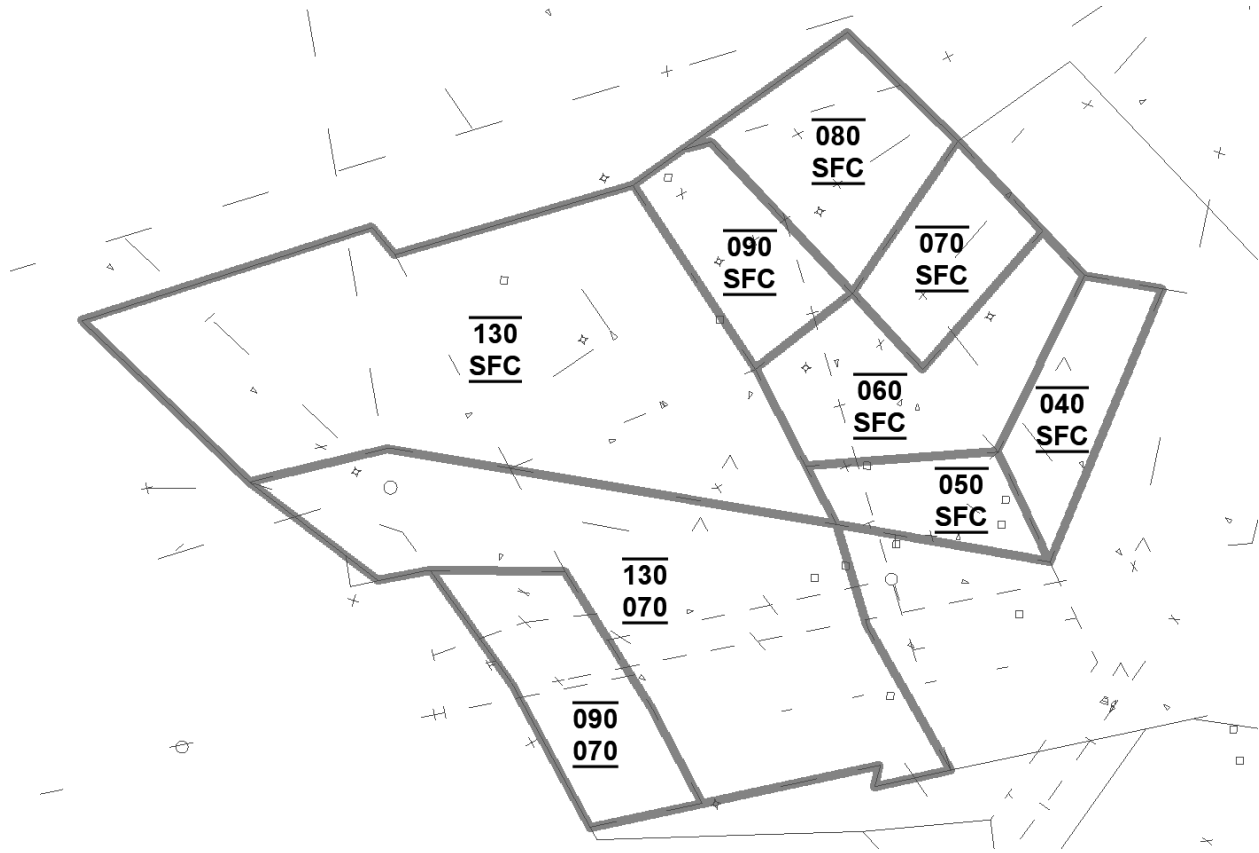
SECTION 7. BURBANK AREA MAPS

7-1 MOORPARK SECTOR

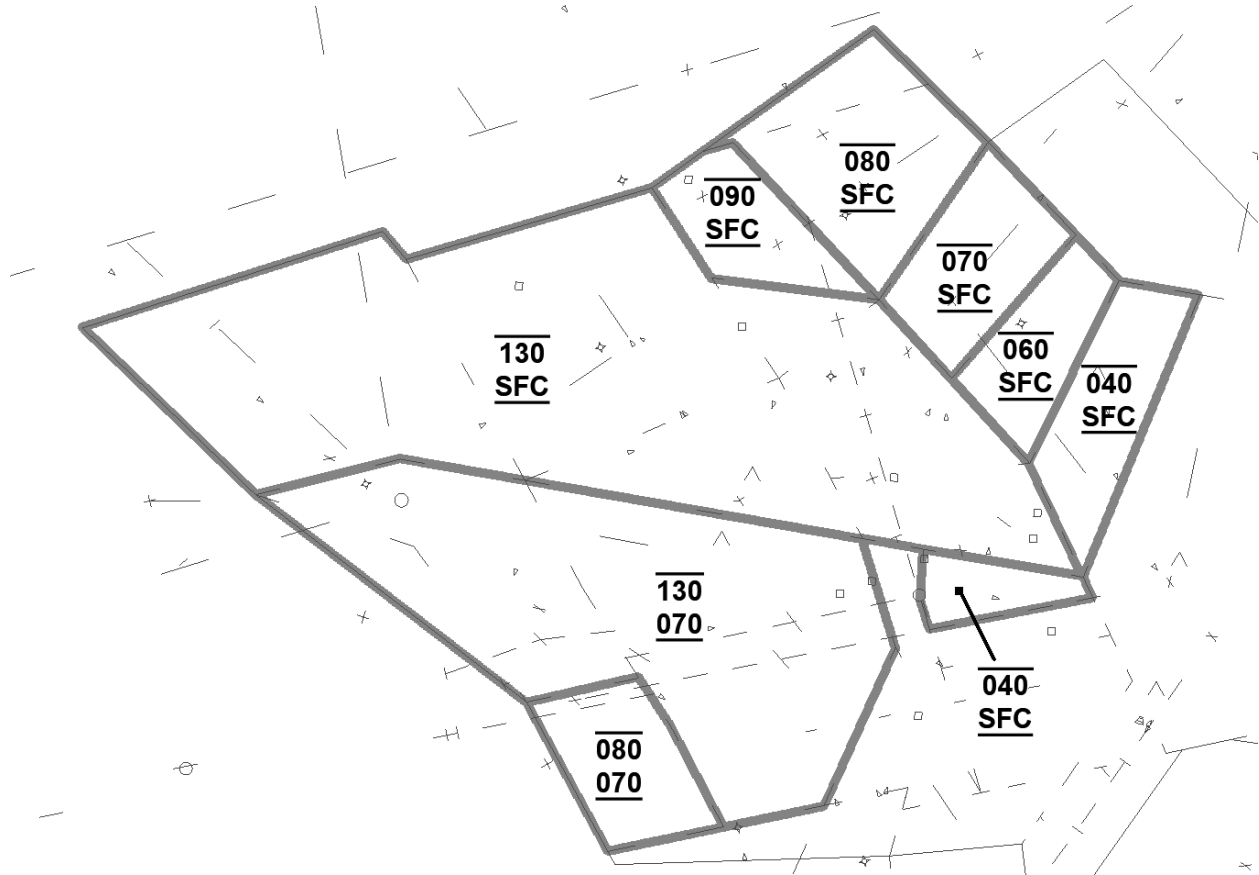
a. MOORPARK SECTOR - LAX WEST, BUR 8/15



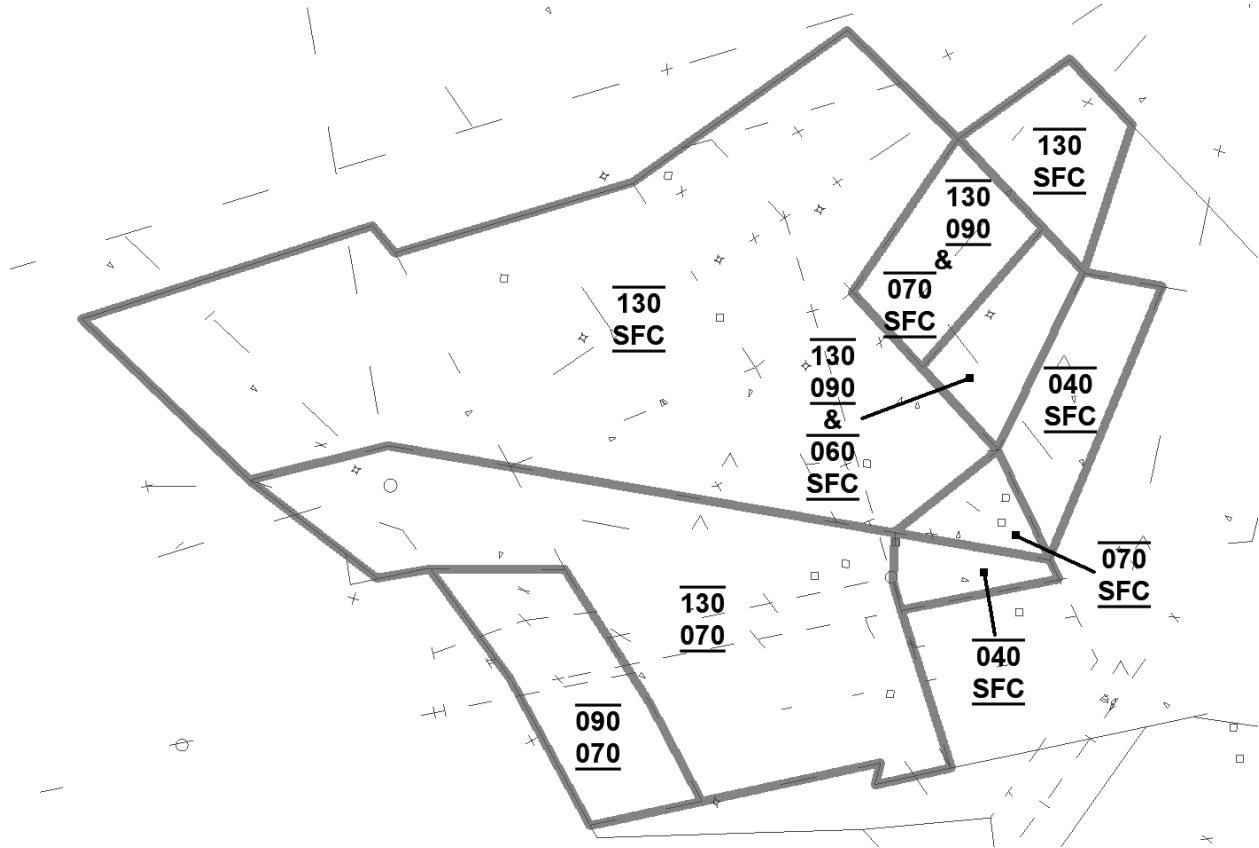
b. MOORPARK SECTOR - LAX EAST, BUR 8/15



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

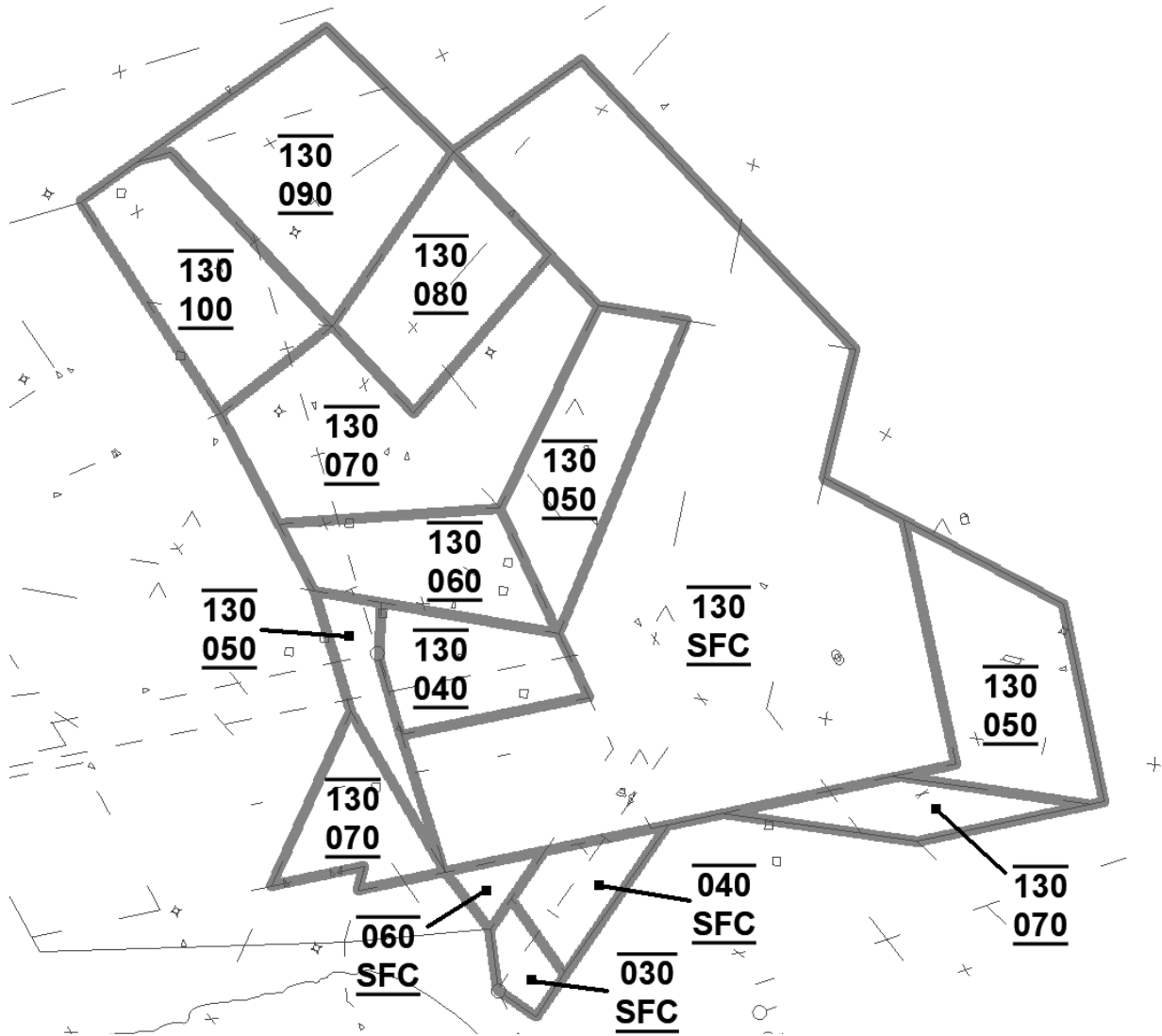


d. MOORPARK SECTOR - LAX EAST, BUR 26/33

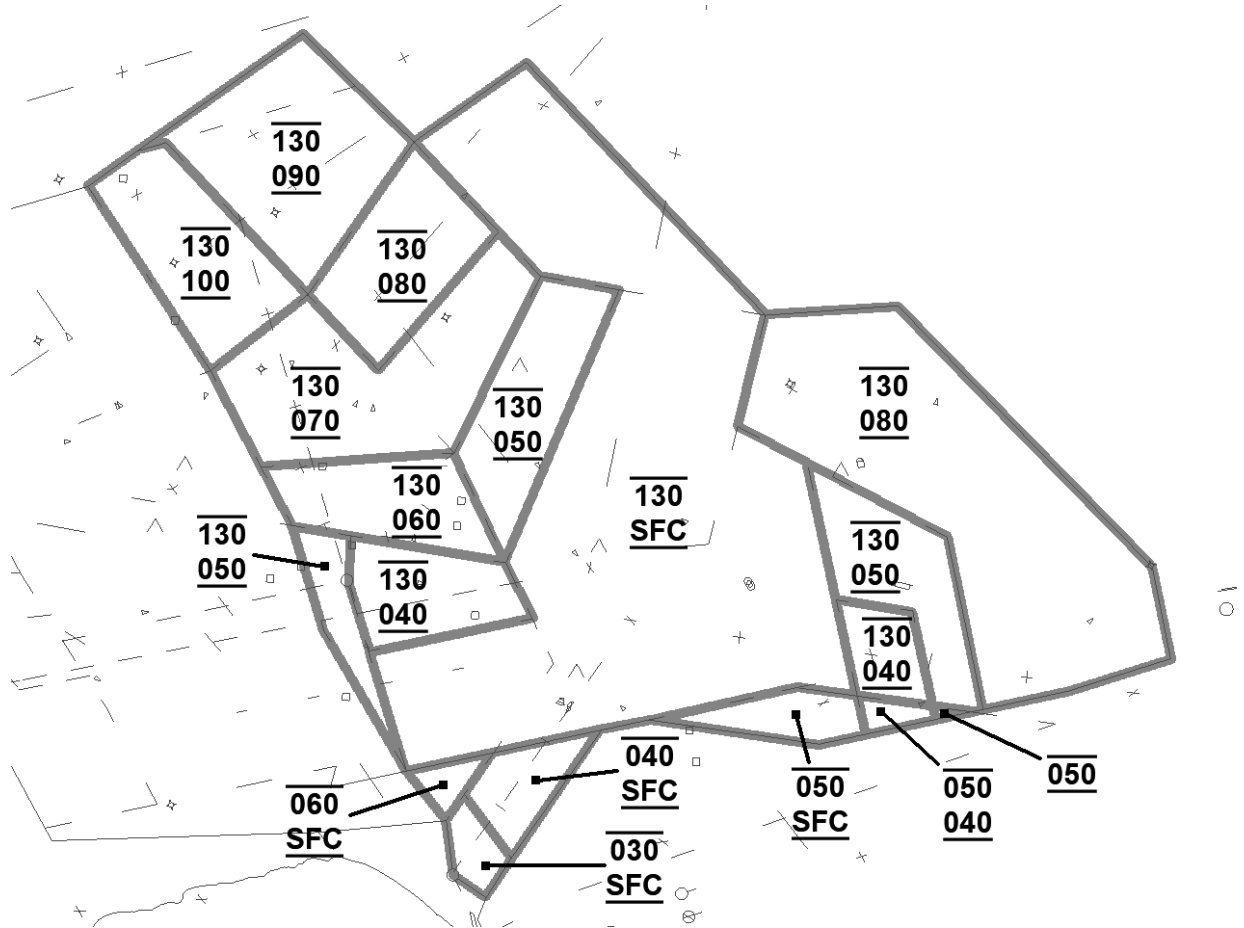


7-2. VALLEY SECTOR

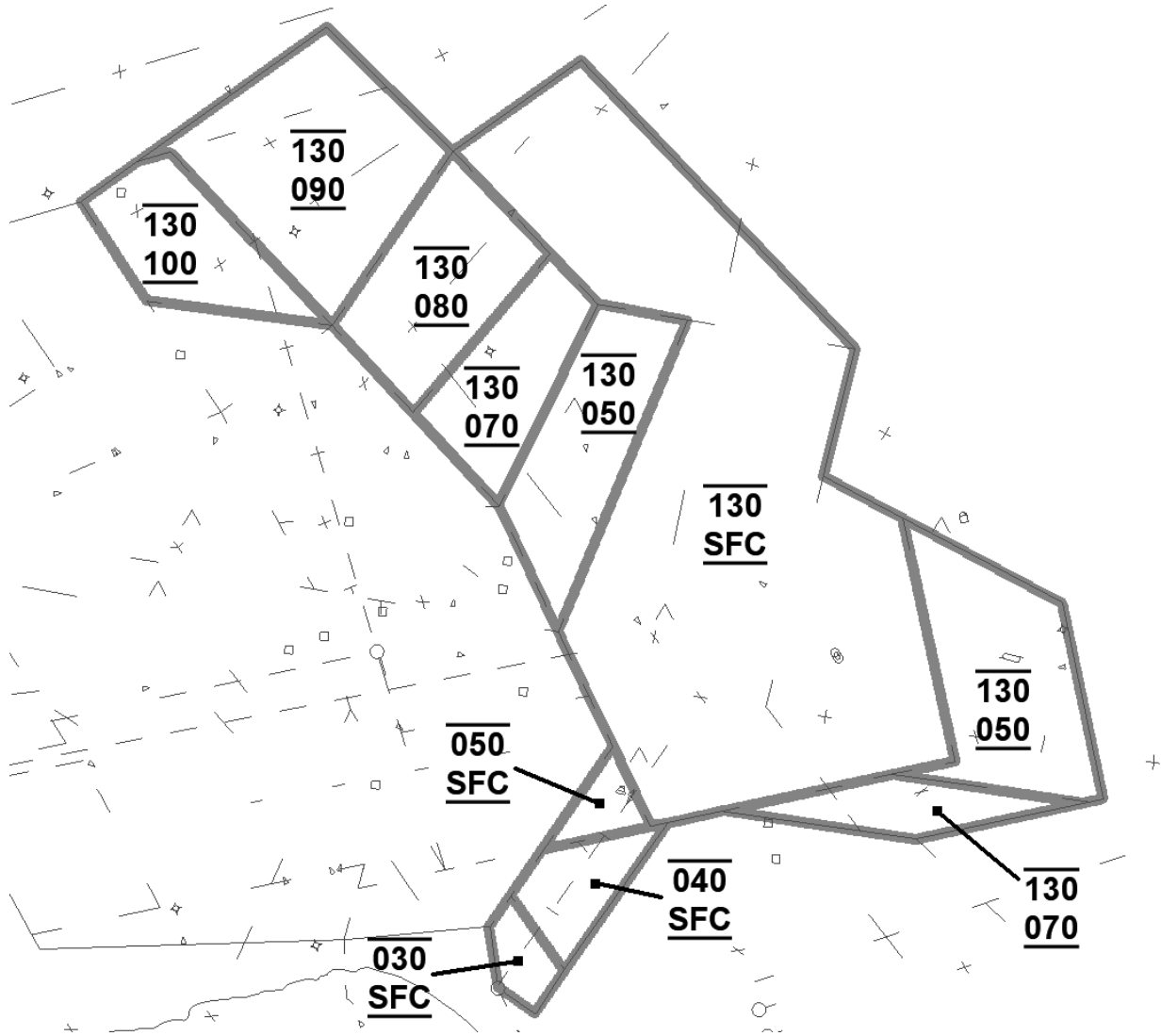
a. VALLEY SECTOR - LAX WEST, BUR 8/15



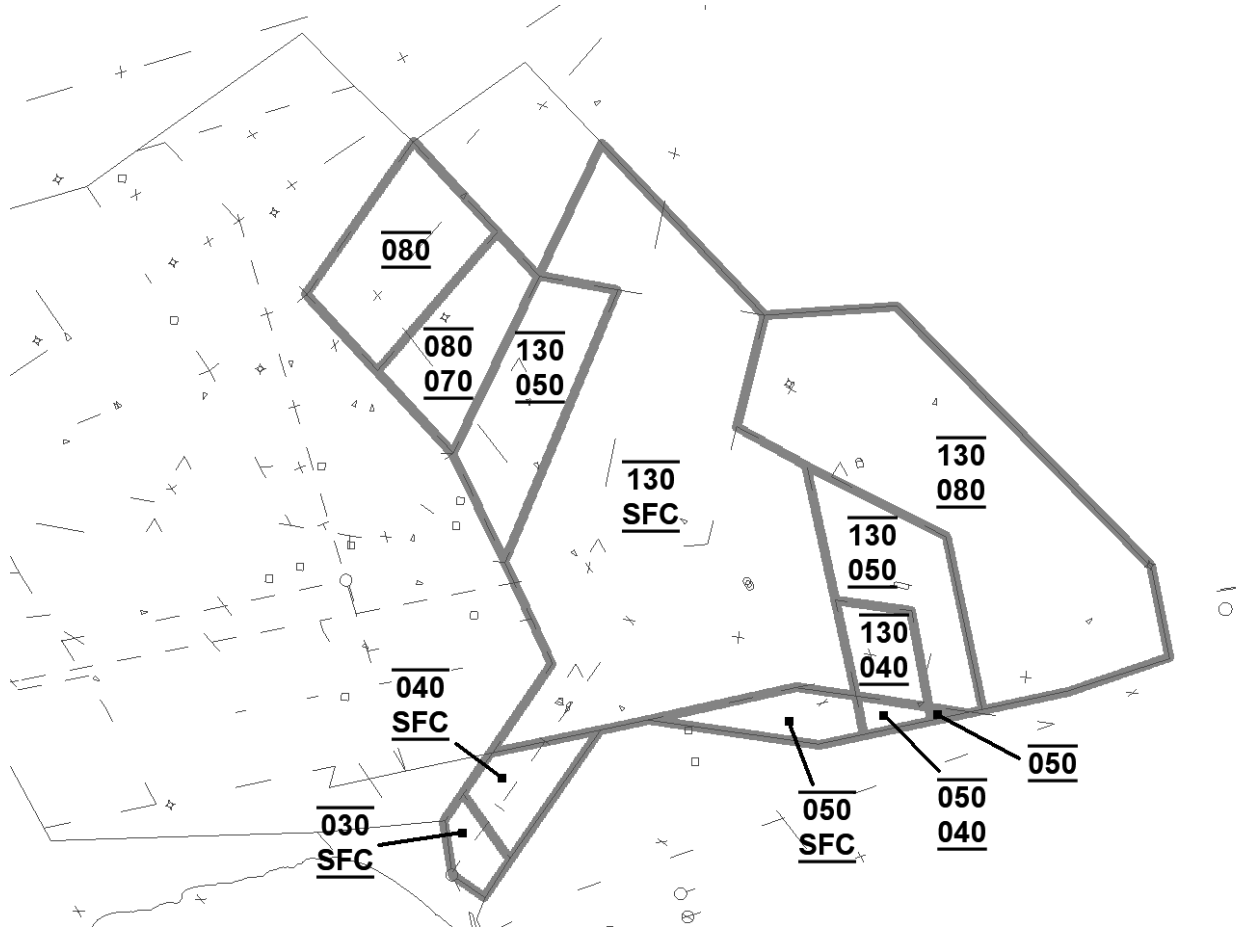
b. VALLEY SECTOR - LAX EAST, BUR 8/15



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

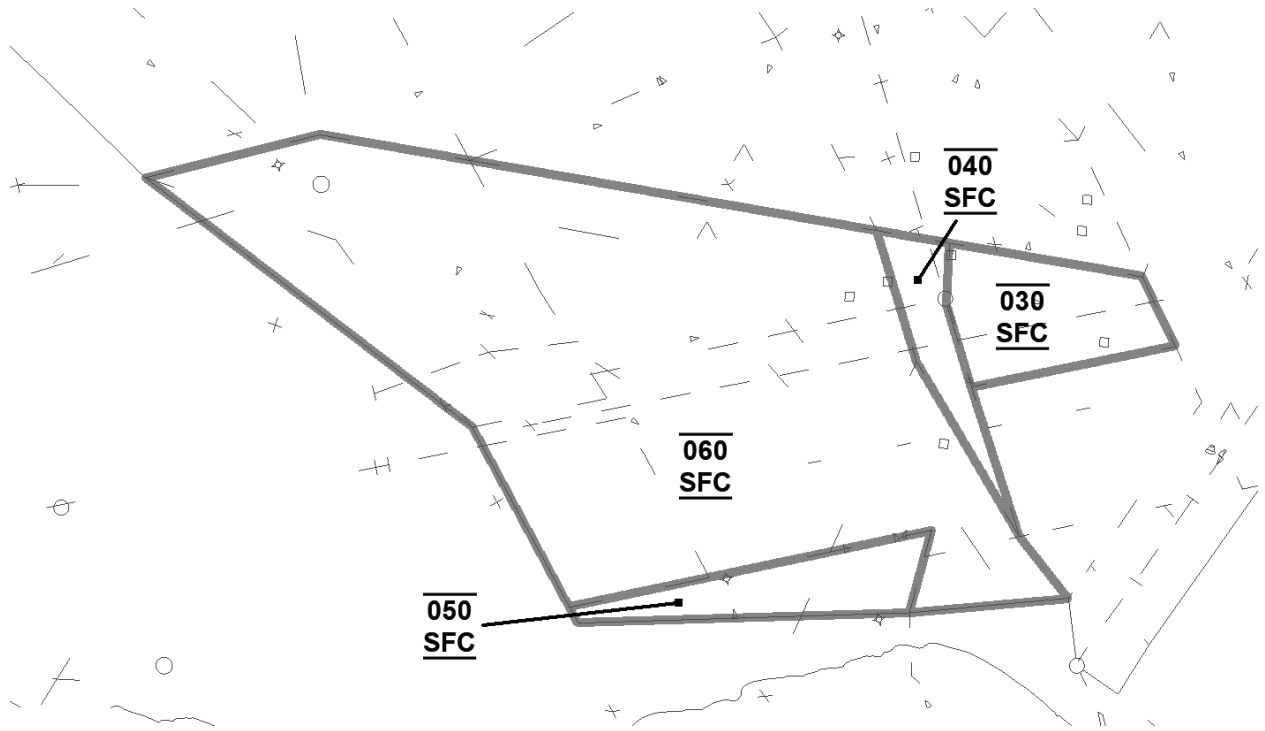


d. VALLEY SECTOR - LAX EAST, BUR 26/33

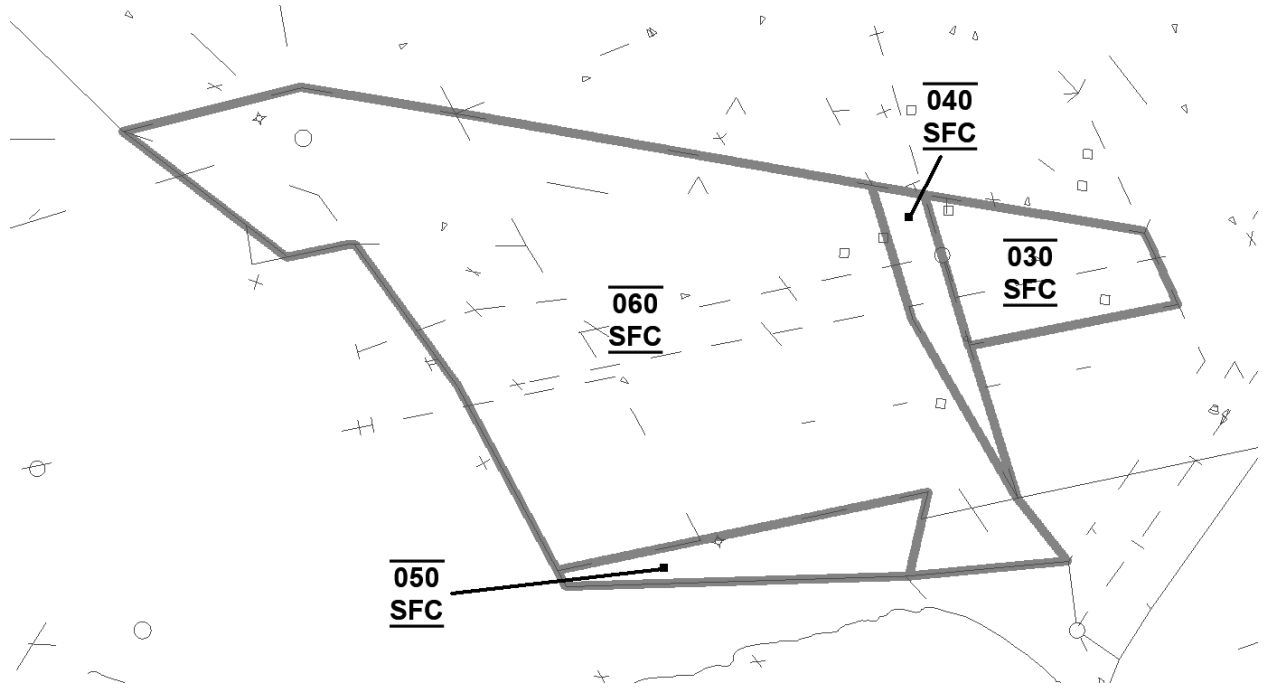


7-3. WOODLAND SECTOR

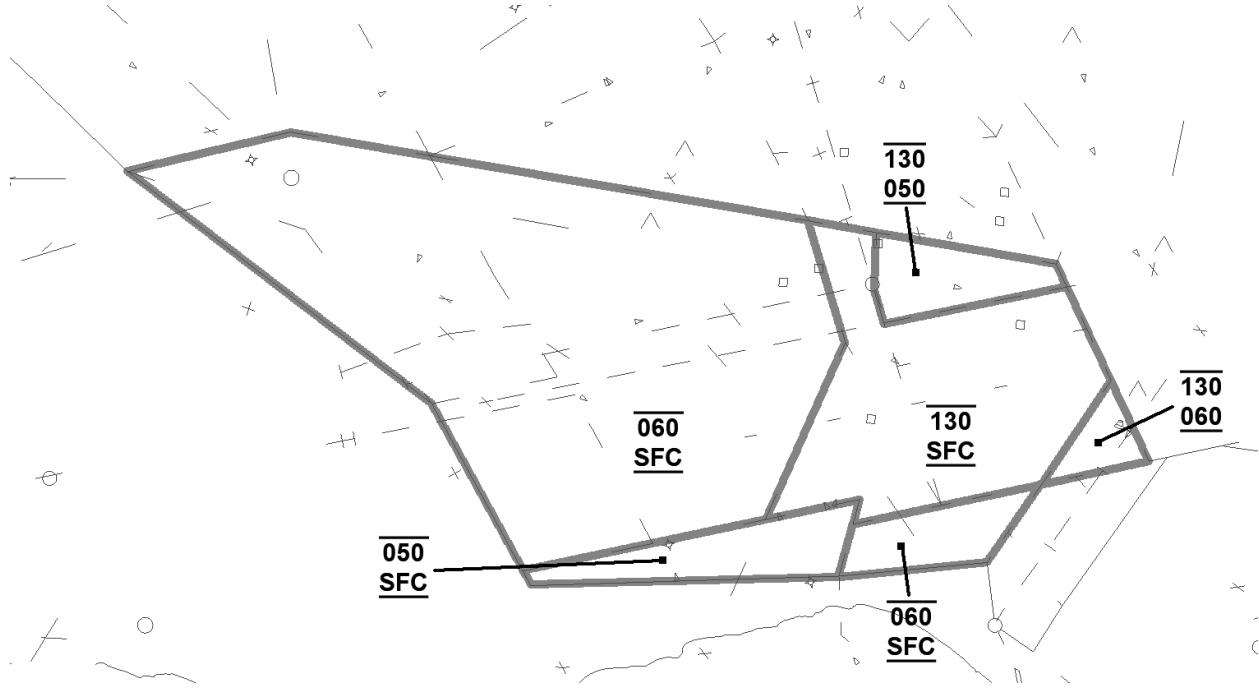
a. WOODLAND SECTOR - LAX WEST, BUR 8/15



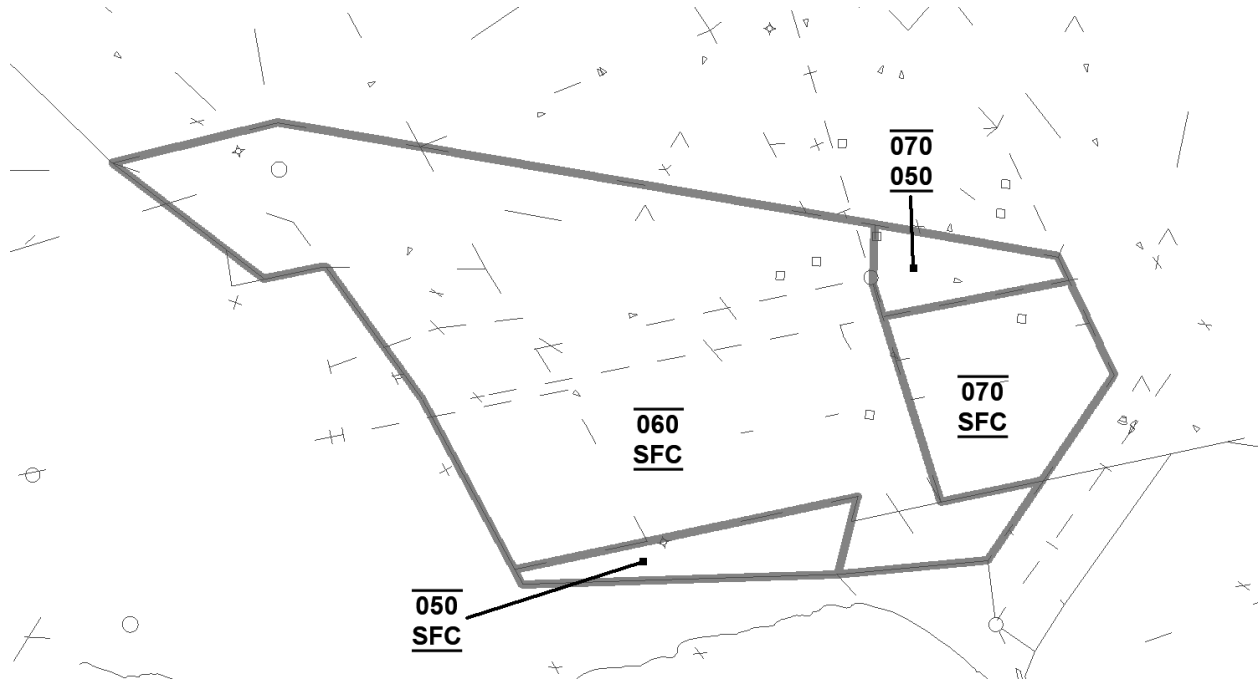
b. WOODLAND SECTOR - LAX EAST, BUR 8/15



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

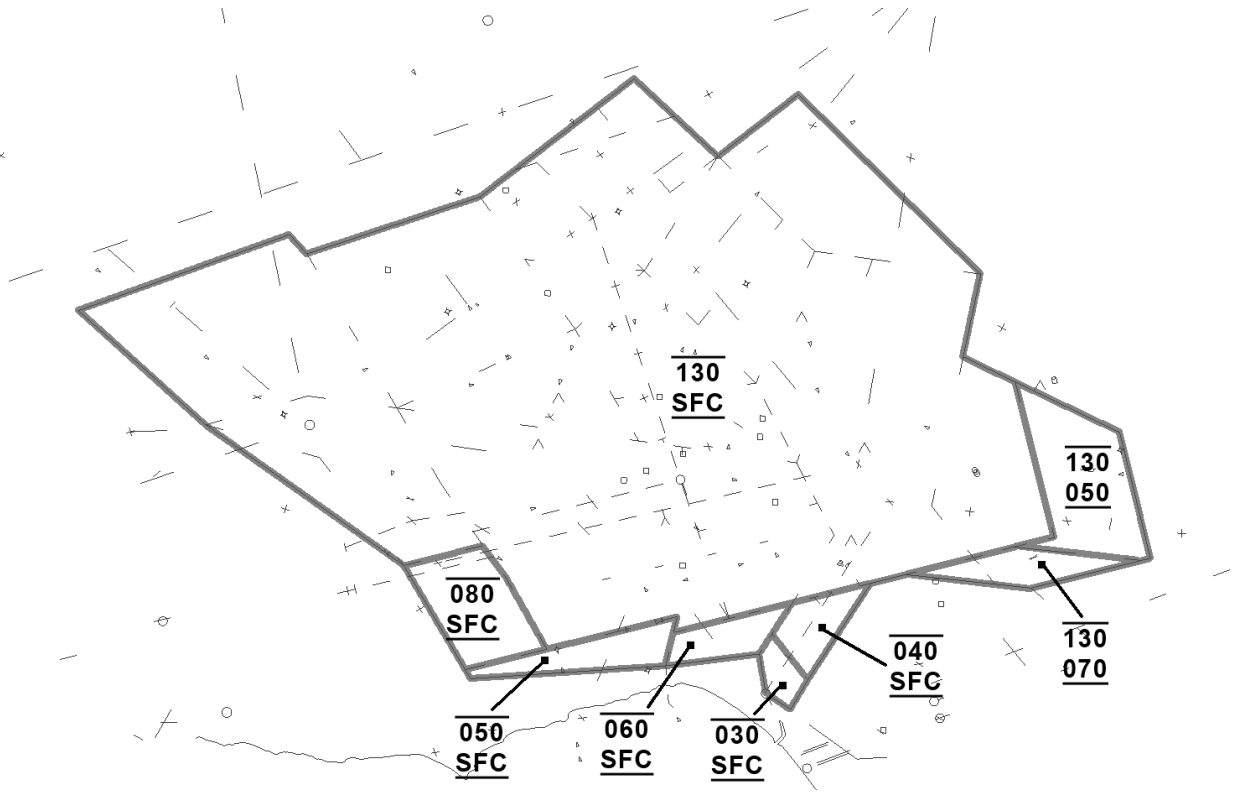


d. WOODLAND SECTOR - LAX EAST, BUR 26/33

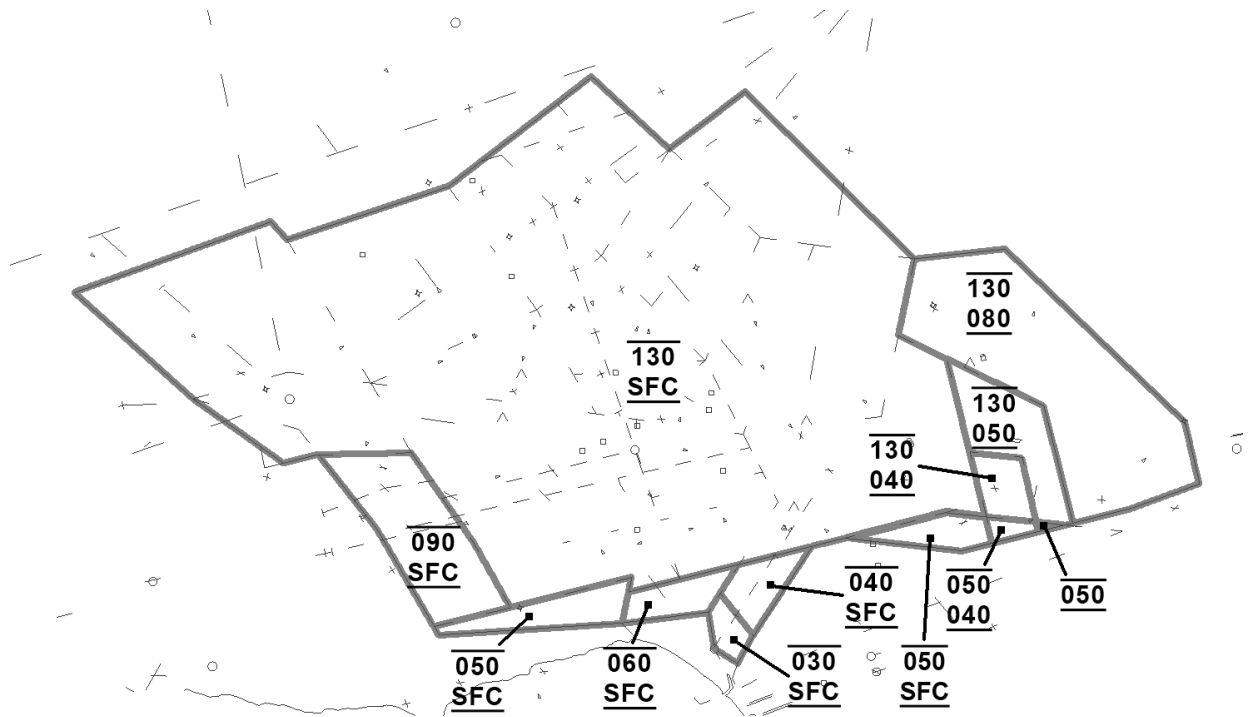


7-4. BURBANK AREA COMBINED

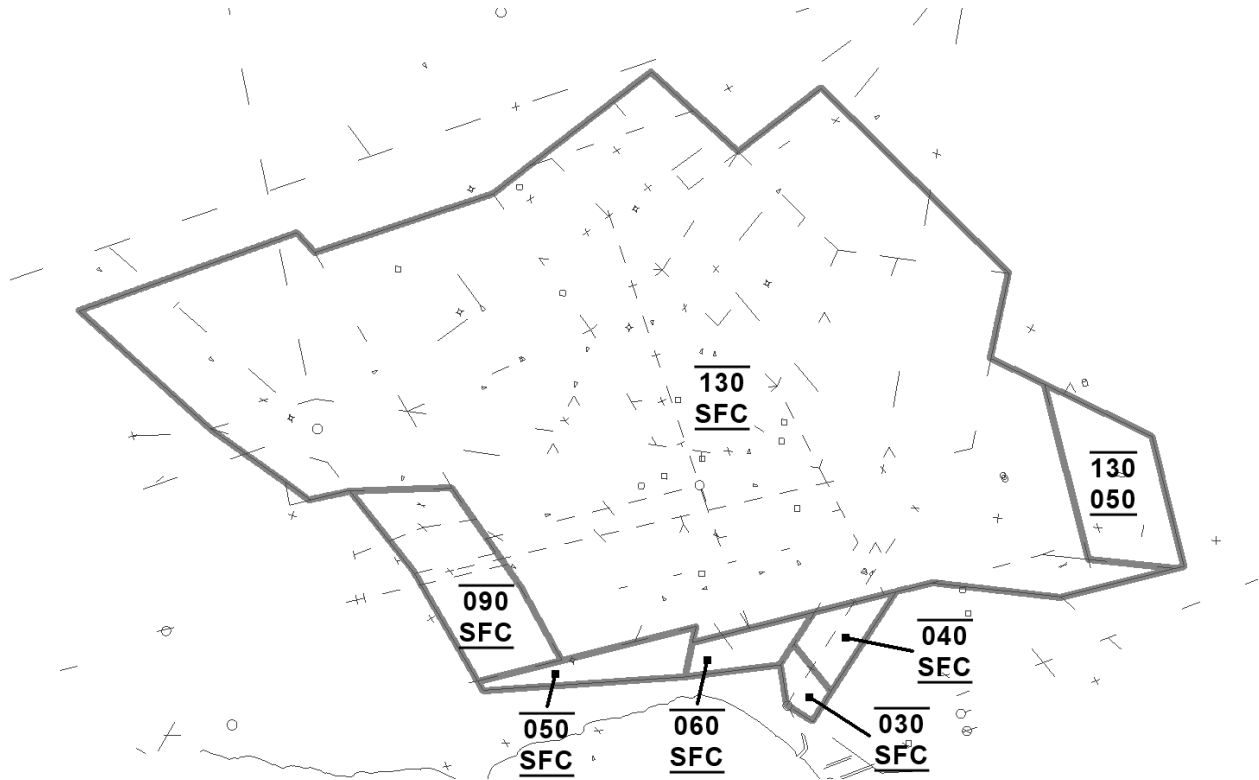
a. BURBANK AREA - LAX WEST



b. BURBANK AREA - LAX EAST



c. BURBANK AREA - LAX OVER OCEAN



7-5. GORMAN AND VALLEY GATES

