Attachment 3

Operational Factors Group Chairman's Factual Report

DCA00MA030

Jeppesen Charts

BURBANK-GLENDALE-PASADENA ATIS 134.5
(135.12 Arrival via FIM PMD VOR only)

STAR

BURBANK, CALIF
-GLENDALE-PASADENA

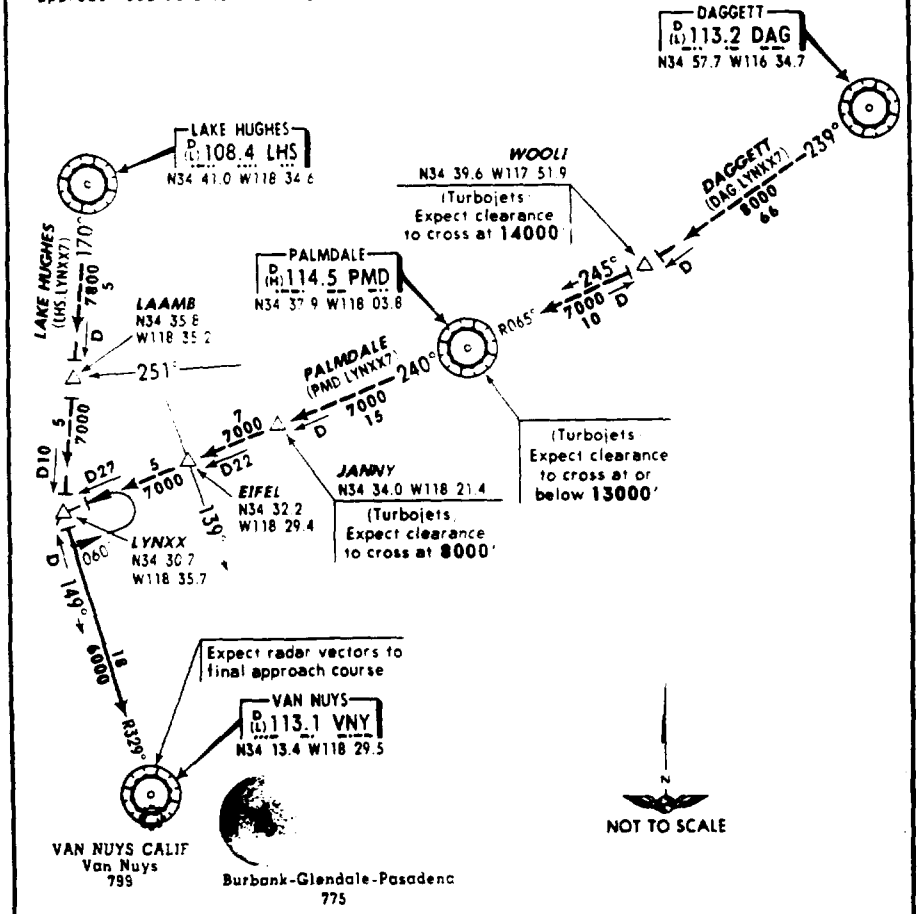
LYNXX SEVEN ARRIVAL (LYNXX.LYNXX7)
(DME REQUIRED FOR DAGGETT AND PALMDALE TRANSITIONS)

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross Wooli Int at 14000'. Expect clearance to cross PMD VOR at or below 13000'. Expect clearance to cross Janny Int at 8000'.

ARRIVAL

From over Lynxx Int via VNY R-329 to VNY VOR Expect radar vectors to final approach course after VNY VOR.



CHANGES See other side

GATES A1, 2, 3, 4, 6, 8 NO 737-700 A4, 6	RUNWAY 8-26	GROUND OPS FREQ 131.70
PROVISIONING LIMITED	A1 A2 A3 A4 A5 A6	PUSH CALL YES
MAINTENANCE CONTRACT	N	COMPANY GROUND CALL YES
DOOR LOCK KEY PAD RAMP 1-5-3-2 OPS 2-3-1-5 BLDG 1-9-4-0		PHONE TO DISPATCH GATE PODIUM 792+EXT.

ITEMS UNIQUE TO BUR

GENERAL

1. Extremely heavy traffic within 10NM of the airport. Marker for Runway 8 is co-located with Van Nuys Airport (Note mandatory 3000 ft. restriction due to Van Nuys traffic pattern and departures).
2. Use caution for hang gliders (as high as 11,000 ft.) approximately 10-15 NM on final for Runway 15.
3. Prevailing winds favor use of Runway 15. During months of OCT, NOV, and DEC (Santa Ana winds) Runway 33 is usually primary.
4. Runway 8 is primary for IFR arrivals but is NOT authorized for air carrier take-off.
5. Yellow parallel strips have been added between our ramp area and the runway. These boundary markings separate the Movement(runway) and Non-Movement(ramp) areas. Use extreme caution while taxiing so as to remain in the Non-Movement area until cleared by ATC to enter the Movement area.
6. CAUTION Bird activity in the area.

COMMUNICATIONS

1. Alternate ATIS frequency when approaching from over PMD (135.12).
2. BUR-LAS. Occasionally clearance is issued to FL230 when LAS is using Runway 1.
3. Due to distance between Operations and the gate, please make accurate in range calls.

NOISE ABATEMENT

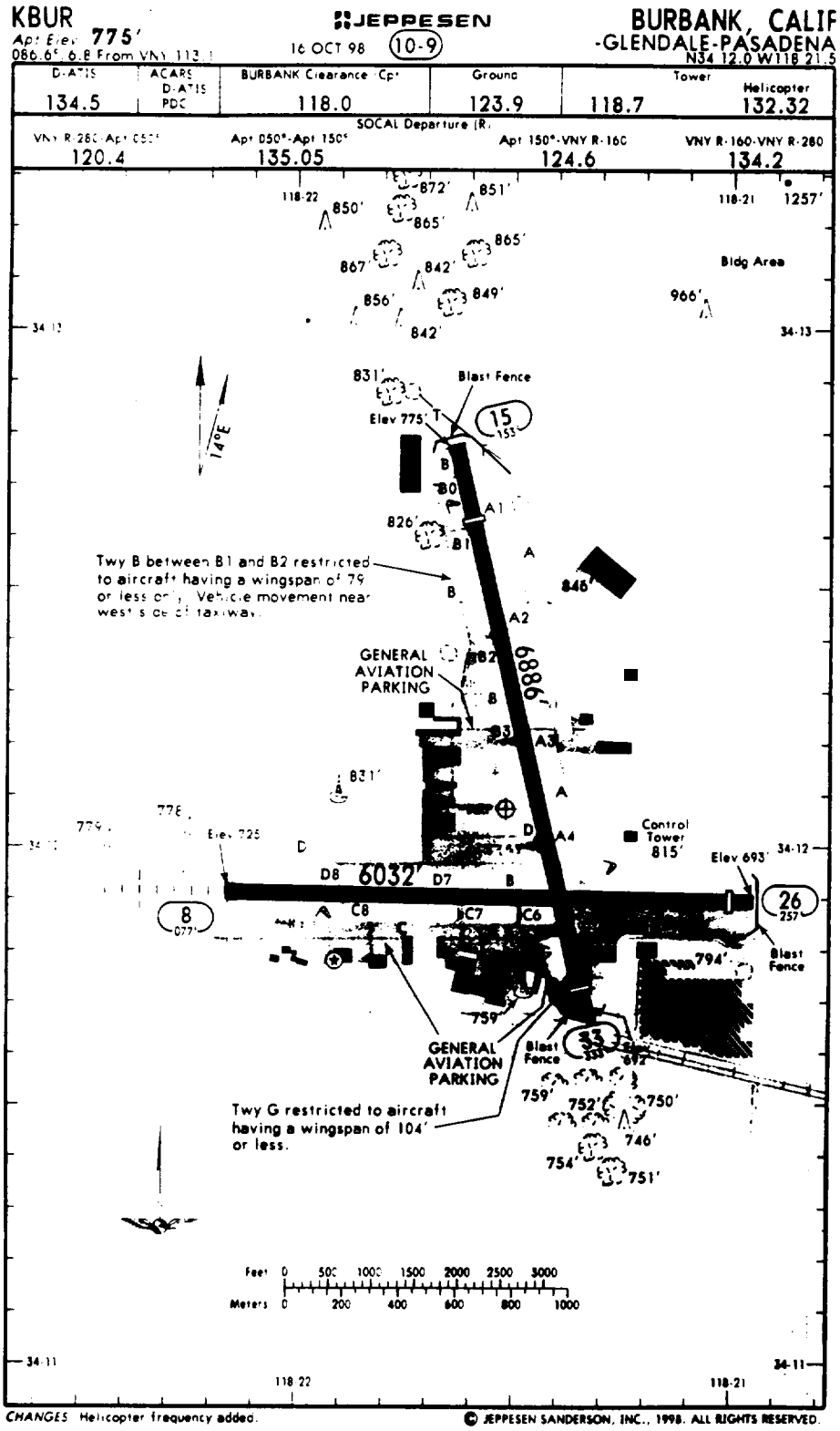
1. Burbank is a noise sensitive airport. Follow ATC clearances closely to avoid noise sensitive areas.
2. Departing Runway 15 initiate turn at departure end (but not before attaining 500' AGL) for Noise Abatement.

DEPARTURES

1. There is a voluntary curfew from 2200-0700 local. For departures, notify the tower in advance for any departure after 2200 local.
2. Requests for departure off Runway 33 may be made and generally will be approved when winds are light and the airport is not busy.
3. Departures on Runway 26 will be approved for west bound traffic when airport conditions permit.
4. Peak departure periods are 0700-0800 and 1630-1730 local.
5. Avoid engine starts at gate whenever possible.

ARRIVALS

1. While being vectored at 5000' north of the airport ground proximity warnings may occur. Unless positive visual verification can be made that no hazard exist, immediate correction of aircraft flightpath must be accomplished.
2. ATC is particularly sensitive about crossing restriction at Janny on Lynxx Arrival.
3. When landing Runway 8 pay special attention to allow engine temperature stabilization prior to shutdown.
4. Arrivals on Runway 26 may be given by the tower. Request Runway 15 for landing whenever it will save time.
5. Use CAUTION when turning off Runway 8 due to non SWA aircraft pushing back off gates 5, 7, and 8.


KBUR
Apt Elev 775'
086.6° 6.8 From VNY 113.1
JEPPESEN
16 OCT 98
10-9
BURBANK, CALIF
-GLENDALE-PASADENA
N34 12.0 W118 21.5
D-ATIS 134.5
ACARS D-ATIS PDC
BURBANK Clearance Del 118.0
Ground 123.9
Tower 118.7
Helicopter 132.32
SOCAL Departure (R)
VNY R-280-Apt 050° 120.4
Apt 050°-Apt 150° 135.05
Apt 150°-VNY R-160 124.6
VNY R-160-VNY R-280 134.2
Bldg Area
Blast Fence
Elev 775'
15
Twy B between B1 and B2 restricted to aircraft having a wingspan of 79 or less only. Vehicle movement near west side of taxiway.
GENERAL AVIATION PARKING
6886'
Control Tower 815'
Elev 725'
Elev 693'
6032'
8
26
GENERAL AVIATION PARKING
Twy G restricted to aircraft having a wingspan of 104' or less.
Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000
CHANGES Helicopter frequency added.
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GENERAL

Airport closed to pure jet aircraft not meeting FAR Part 36, Stage 3, noise standards 2200-0700LT except for emergency flights or prior approval by airport manager.

Hang glider activity between 5 & 10 NM North of airport, 6000' AGL, SR-SS.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	Beyond Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8❶	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		4804'	15/33 3550'		150'
26	HIRL REIL grooved	5802'				
❶ Closed for take-off to multi-engine aircraft 12,500 lbs & over.						
15	MIRL REIL VASI-L (angle 3.25°) grooved	5977'		8/26 4250'		150'
33	MIRL REIL PAPI-L (angle 3.2°) grooved	6536'				

TAKE-OFF

	Rwy 26		Rwy 33			Rwy 15		
	Adequate Vis Ref	STD	With Mim climb of 390'/NM to 2000' Adequate Vis Ref	With Mim climb of 390'/NM to 2000' STD	Other	With Mim climb of 290'/NM to 2100' Adequate Vis Ref	With Mim climb of 290'/NM to 2100' STD	Other
1 & 2 Eng	1/4	1	1/4	1	1100-2	1/4	1	1300-2
3 & 4 Eng		1/2		1/2			1/2	

Rwy 8

	CAT A & B AIRCRAFT			CAT C & D AIRCRAFT		
	With Mim climb of 480'/NM to 2400' Adequate Vis Ref	With Mim climb of 480'/NM to 2400' STD	Other	With Mim climb of 650'/NM to 3200' Adequate Vis Ref	With Mim climb of 650'/NM to 3200' STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1500-2	RVR 16 or 1/4	RVR 50 or 1	2300-2
3 & 4 Eng		RVR 24 or 1/2			RVR 24 or 1/2	

IFR DEPARTURE PROCEDURE

Rwy 26, climb direct VNY VOR. Rwys 8 and 15 climbing right turn, Rwy 33 climbing left turn, direct to VNY VOR. All aircraft continue climb to MEA: North/West-bound via V-326 to Ginna Int, South/East-bound via V-186 to Darts Int.

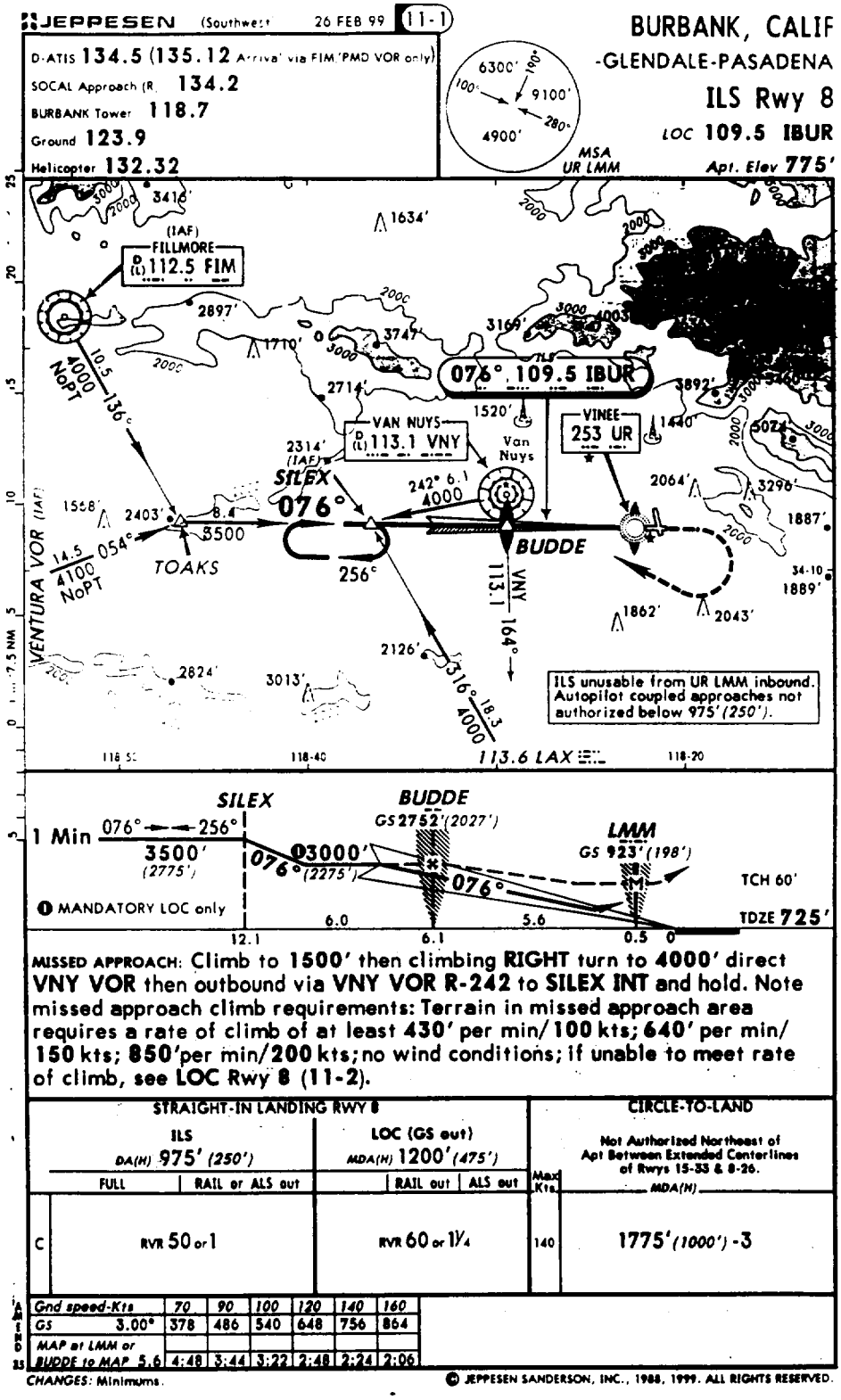
NOTE: 778' sign 820' NW of rwy 26.
759' tree 600' SSW of rwy 15.

FOR FILING AS ALTERNATE

	ILS Rwy 8	LOC Rwy 8	LOC Rwy 8	NDB Rwy 8 VOR Rwy 8
A	600-2	800-2	900-3	NA
B				
C				
D	700-2			

AMENDS

CHANGES: Runway 26 usable lengths.


JEPPESEN (Southwest 26 FEB 99 11-1
BURBANK, CALIF
-GLENDALE-PASADENA
ILS Rwy 8
LOC 109.5 IBUR
Apt. Elev 775'
D-ATIS 134.5 (135.12 Arrival via FIM PMD VOR only)
SOCAL Approach (R 134.2
BURBANK Tower 118.7
Ground 123.9
Helicopter 132.32
MSA
UR LMM
6300'
9100'
4900'
(IAF)
FILLMORE
D (L) 112.5 FIM
10.5
4000
NoPT
136°
076°, 109.5 IBUR
VAN NUYS
D (L) 113.1 VNY
Van Nuys
VINEE
253 UR
SILEX
076°
242° 6.1
4000
BUDDE
VENTURA VOR (IAF)
14.5
4100
NoPT
054°
TOAKS
8.4
3500
256°
VNY
113.1
164°
2126'
316°
18.3
4000
ILS unusable from UR LMM inbound.
Autopilot coupled approaches not
authorized below 975'(250').
113.6 LAX
118-40
118-20
SILEX
BUDDE
GS 2752'(2027')
LMM
GS 923'(198')
1 Min
076°
256°
3500'
(2775')
3000'
076°(2275')
076°
TCH 60'
TDZE 725'
MANDATORY LOC only
6.0
5.6
12.1
6.1
0.5
0
MISSED APPROACH: Climb to 1500' then climbing RIGHT turn to 4000' direct VNY VOR then outbound via VNY VOR R-242 to SILEX INT and hold. Note missed approach climb requirements: Terrain in missed approach area requires a rate of climb of at least 430' per min/100 kts; 640' per min/150 kts; 850'per min/200 kts; no wind conditions; if unable to meet rate of climb, see LOC Rwy 8 (11-2).
STRAIGHT-IN LANDING RWY 8
ILS
DA(H) 975' (250')
FULL
RAIL or ALS out
LOC (GS out)
MDA(H) 1200' (475')
RAIL out
ALS out
CIRCLE-TO-LAND
Not Authorized Northeast of Apt Between Extended Centerlines of Rwys 15-33 & 8-26.
Max Kts
MDA(H)
C
RVR 50 or 1
RVR 60 or 1¼
140
1775'(1000')-3
Gnd speed-Kts 70 90 100 120 140 160
GS 3.00° 378 486 540 648 756 864
MAP at LMM or BUDDE to MAP 5.6 4:48 3:44 3:22 2:48 2:24 2:06
CHANGES: Minimums.
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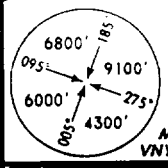
JEPPESEN 13 NOV 98 (19-01)

AIRPORT QUALIFICATION

BURBANK, CALIF
-GLENDALE-PASADENA
OVERVIEW

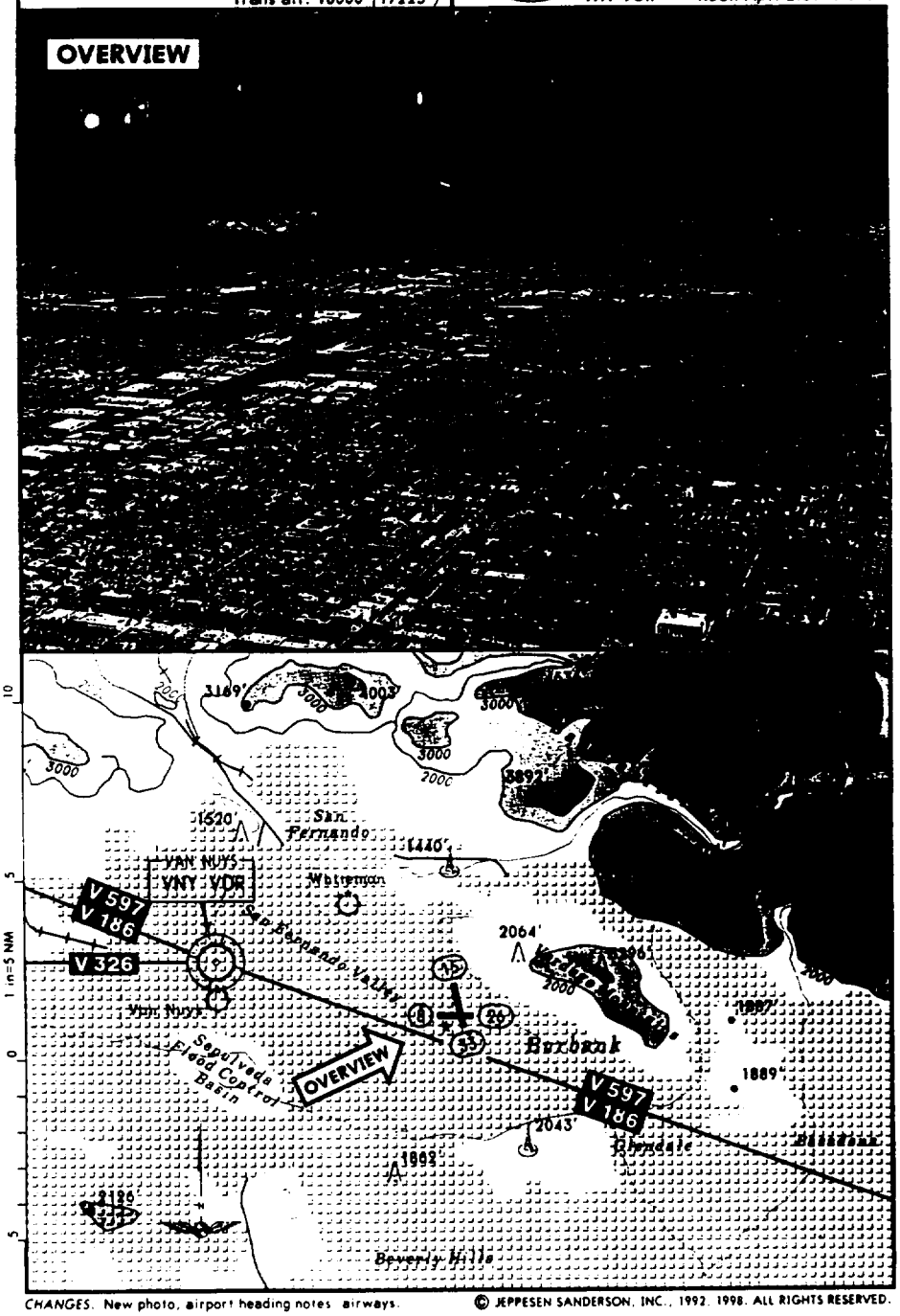
3 NM Northwest Burbank N34 12.0 W118 21.5
Airport Qualification: Mountainous Terrain
Primary Class C Airport
Noise Sensitive Areas
CAUTION: Heavily Congested Air Traffic

Alt Set: INCHES
Trans level: FL 180
Trans alt: 18000' (17225')



MSA
VNY VOR

KBUR Apt. Elev 775'



CHANGES. New photo, airport heading notes airways.

BURBANK, CALIF
-GLENDALE-PASADENA

OVERVIEW

Burbank-Glendale-Pasadena Airport is located at an elevation of 775 feet MSL in the Los Angeles Basin of southwestern California. The airport is in the east-southeastern end of the San Fernando Valley, between the San Gabriel Mountains and the Pacific coastline. The Verdugo Mountains border the airport area to the north through east. To the northeast, a man-made structure rises to 2064 feet MSL within 2 NM, the Verdugo Mountains rise above 2000 feet MSL within 3 NM, and a man-made structure on terrain rises to 3296 feet MSL within 4 NM. Further to the northeast, the San Gabriel Mountains has terrain rising to 5074 feet MSL within 8 NM, and Strawberry Peak rises to 6164 feet MSL within 13 NM. To the south-east, a man-made structure rises to 2043 feet MSL within 5 NM. Santa Monica Bay with its shoreline oriented from northwest to southeast, is 13 NM to the southwest.

Low level windshear and moderate to severe turbulence may occur near runway ends when there are strong winds from the north and east.

Heavy bird activity exists north of Runway 15/33 and west of Runway 8/26.

Circling to land northeast of the airport, between the extended centerlines to Runways 15/33 and 8/26, is not authorized.

Land and hold short operations are conducted at this airport.

Noise sensitive areas surround the airport.

Caution: Los Angeles area is heavily congested with many different aircraft types.

WEATHER

Burbank's climate is influenced by the Pacific Ocean and its location in the San Fernando Valley. There is a wet and dry season and annual precipitation is approximately 12.8 inches (325mm). The wet season runs from November through April, making winters cool and moist. Pacific storm systems produce a monthly rainfall average of 1.6 inches (41mm). January is the wettest month, averaging 4 inches (102mm) of rain. VFR conditions prevail 79% of the time. IFR conditions are reported 12% of the time, due to rain, smog, and occasional early morning fog. Prevailing winds are from the west-southwest at 8 knots. However, from October through March, strong northeasterly Santa Ana winds can exceed 40 knots. These winds occur when strong high pressure systems build over the Great Basin. When this happens, windshear and moderate to severe turbulence may be present from the surface to 12000 feet AGL. Winter low temperatures are around 44°F (7°C). Highs are near 68°F (20°C). Temperatures below 32°F (0°C) average 2 times per year, usually in January.

In spring the rain steadily decreases and by May the average monthly rainfall is 0.3 inches (7mm). Only trace amounts of rain are reported during summer. VFR conditions prevail 75% of the time. IFR conditions are reported 17% of the time due to a persistent land/sea breeze drawing low coastal stratus inland during the night and early morning. These clouds usually burn off by late morning or early afternoon. In addition, visibility often remains below 10 miles due to smog and haze in the Los Angeles Basin. Prevailing winds are from the west-southwest at 8 knots. Summer low temperatures are near 60°F (16°C). Highs are around 85°F (29°C). Temperatures exceeding 90°F (32°C) average 8 days per month from June through October.

AIRPORT QUALIFICATION

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Primary Class C Airport
Noise Sensitive Areas
CAUTION: Heavily Congested Air Traffic

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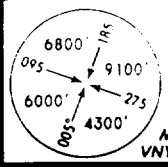
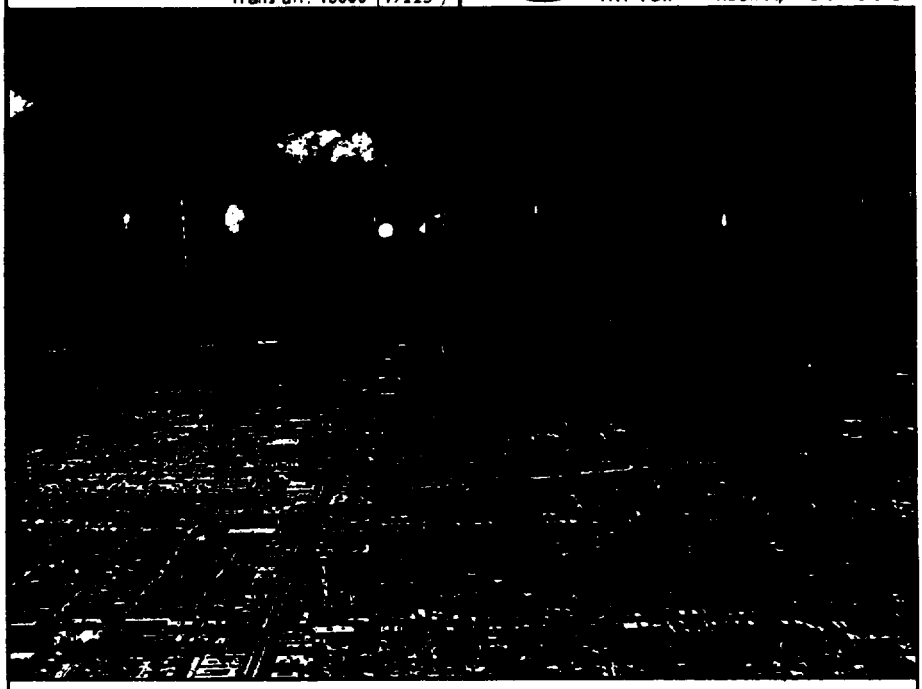


BURBANK, CALIF
-GLENDALE-PASADENA
Rwy 8

KBUR Apt. Elev 775'



RUNWAY 8

This runway uses a right-hand traffic pattern.

Visual vertical guidance is provided by PAPI (3.0°) on the left side of the runway.

Land and hold short operations are conducted on this runway.

The ILS is unusable from VINEE LMM inbound.

Takeoffs on this runway are closed to multi-engine aircraft weighting more than 12500 lbs.

There is an IFR departure procedure for this runway and the lowest takeoff minimums require a minimum climb gradient of 480 feet/NM up to 2400 feet MSL for Category A and B aircraft, and 650 feet/NM up to 3200 feet MSL for Category C and D aircraft.

High climb gradients due to rising terrain above 2000 feet MSL within 3 NM from the departure end of this runway may require special attention to obstacle clearance during departures, rejected landings, and engine inoperative procedures.

CHANGES: New photo, airport heading notes, airways.

AIRPORT QUALIFICATION

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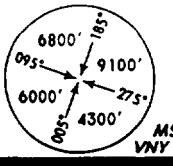

MSA
VNY VOR

BURBANK, CALIF
-GLENDALE-PASADENA
Rwy 33

KBUR Apt. Elev 775'

RUNWAY 33

There are no straight-in instrument approach procedures to this runway

Visual vertical guidance is provided by PAPI (3.2°) on the left side of the runway.

This is the favored runway during Santa Ana winds. Under these conditions, expect windshear during approach and chronic downdrafts near the departure end of this runway.

This runway has a displaced threshold resulting in a usable length of 6536 feet.

There is an IFR departure procedure for this runway and the lowest takeoff minimums require a minimum climb gradient of 390 feet/NM up to 2000 feet MSL.

Rejected landings, missed approach, and engine inoperative procedures may require special attention due to high climb gradients required for obstacle clearance. Check to see if your company provides special procedures for this runway.

CHANGES: New photo, airport heading notes, airways.