

GENERAL

Operational Hours

ATS Hours: TWR H24

AD OPS Hours: Attended continuously

Airport Information

RFF: FAA Index C / CAT 7

Fuel: Jet A

PCN: RWY 15/33: 42/F/A/X/T

RWY 08/26: 46/F/A/X/T

Operation

Traffic Note

Limited aviation weather reporting station (LAWRS) in operation.

Wake Turbulence Aircraft Recategorization (RECAT)

RECAT phase II is applied at this airport. See CRAR United States.

Low Visibility Procedure

Non-standard blue TWY CL along the west end of TWY D used to bypass the ILS Critical Area by ATC.

RWY Restriction

RWY 08 CLSD for TKOF to multiengine ACFT with MAX weight above 5.7t / 12500lbs.

RWY 26 CLSD for TKOF to ACFT with 4 ENG.

TWY Restrictions

TWY A MAX wingspan 52m / 171ft.

TWY G MAX wingspan 29m / 95ft.

TWY B (from 91m / 300ft north of TWY D), C (west of TWY C8) MAX wingspan 24m / 79ft.

Taxi

ACFT with wingspan above 29m / 95ft to require taxi instructions from ATC for RWY 33 DEP.

ACFT restricted from taxiing southbound past gate B1 on Terminal Ramp.

Engine Run-Up Areas

ENG run-ups at TWY A hold area prohibited.

Warnings

VNY VOR/DME unusable:

R010-R030 beyond 20NM below 6700ft.

R030-R050 beyond 25NM below 8600ft.

R330-R350 beyond 25NM below 5500ft.

R350-R010 beyond 15NM below 6100ft.

VTU VOR/DME unusable:

R060-R085 beyond 10NM below 13000ft.

Hanglider activity between 5 and 10NM N of AD up to 6000ft AGL.

Expect TURB and windshear at lift-off and final if northerly and easterly winds prevail.

Heavy traffic at Whiteman AD 5NM NW at 1500ft AGL.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

CEEME: Join the Burbank ILS or LOC Z RWY 08 APCH at SILEX.

Arrival Procedure

VFR Traffic Pattern: RWY 15, 08 right hand circuit.

Land and Hold Short Operation (LAHSO)

These OPS include LDG and hold short of an intersection RWY/TWY or other pretermained points on the RWY other than RWY or TWY marked with (*).

| LDG RWY | Hold Short Point (HSP) | Distance |
|---------|------------------------|----------------|
| RWY 15 | RWY 08/26 | 1295m / 4250ft |

Non-standard GP intercept position on RWY 08

GP intercepts RWY 08 at *349m / 1145ft* after landing threshold.

Remaining LDG DIST beyond GP is *1419m / 4656ft*.

Warnings

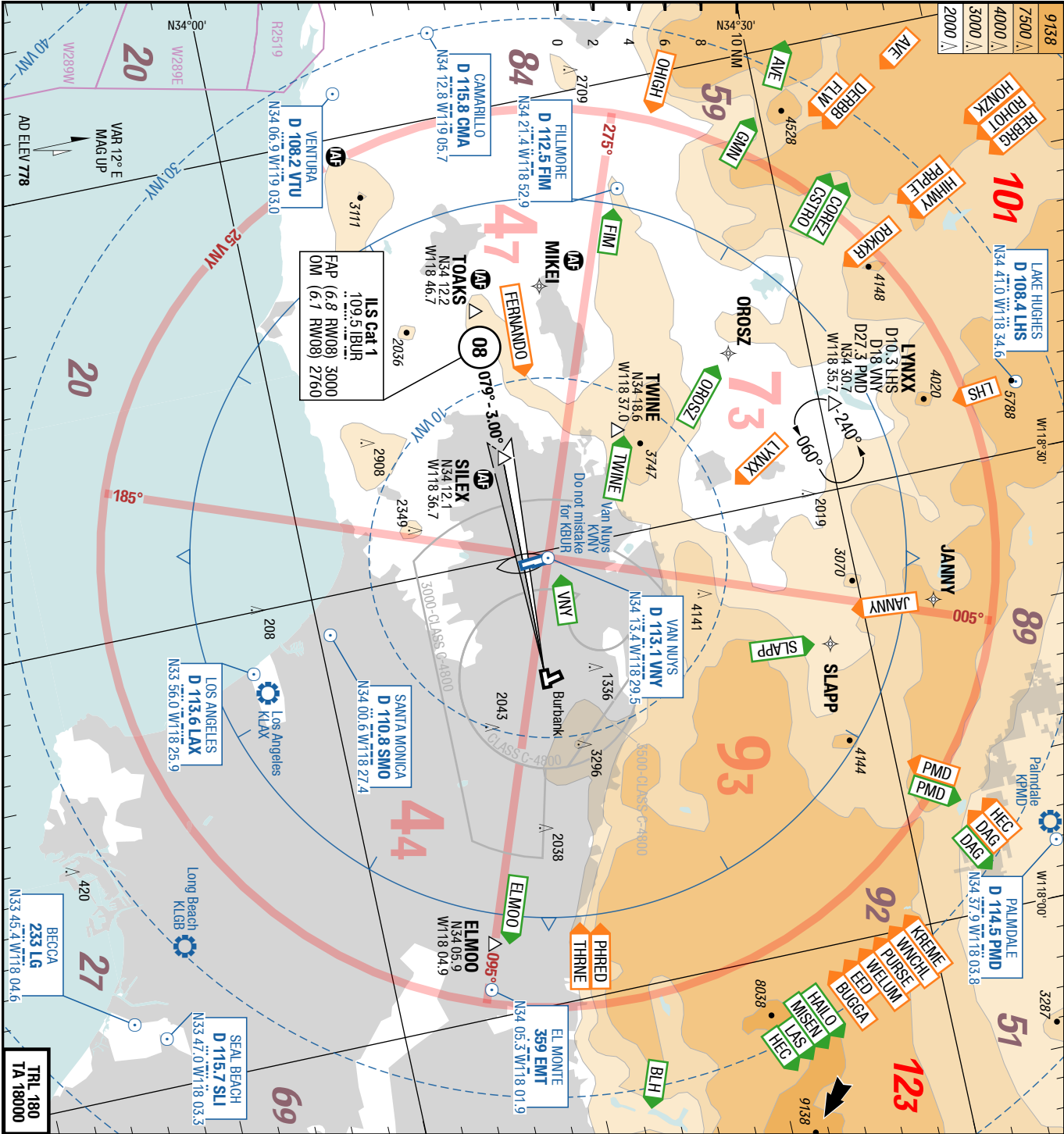
RWY 33 PAPI unusable: beyond 2° right of CL.

DEPARTURE

Take-off Minima

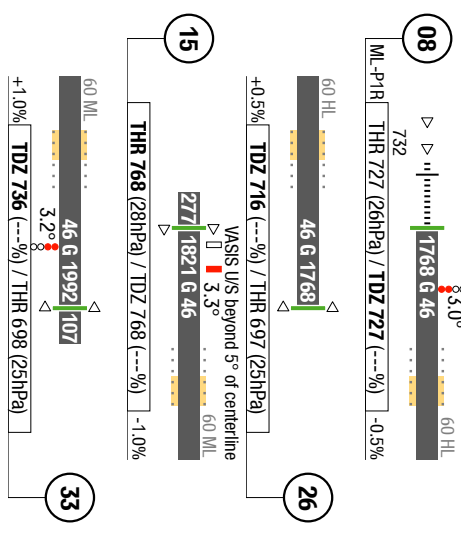
| RWY | | 08 | |
|---------|------------|----------------|--|
| 1+2 ENG | ft - ft/SM | 0 - 5000R/1.0V | SID ELMOO: MNM climb gradient 3.7% up to 2500 SID VAN NUYS: MNM climb gradient 6.8% up to 2500 |
| 3+4 ENG | | 0 - 2400R/0.5V | SID OROSZ, SID SLAPP: MNM climb gradient 7.0% up to 2500 All other departures: MNM climb gradient 6.8% up to 5000 |
| RWY | | 26 | |
| 1+2 ENG | ft - ft/SM | 0 - 1.0V | SID ELMOO: MNM climb gradient 5.1% up to 2600 SID VAN NUYS: MNM climb gradient 5.1% up to 5000 |
| 3+4 ENG | | 0 - 0.5V | SID OROSZ, SID SLAPP: MNM climb gradient 6.3% up to 4800 All other departures: MNM climb gradient 5.4% up to 5000 |

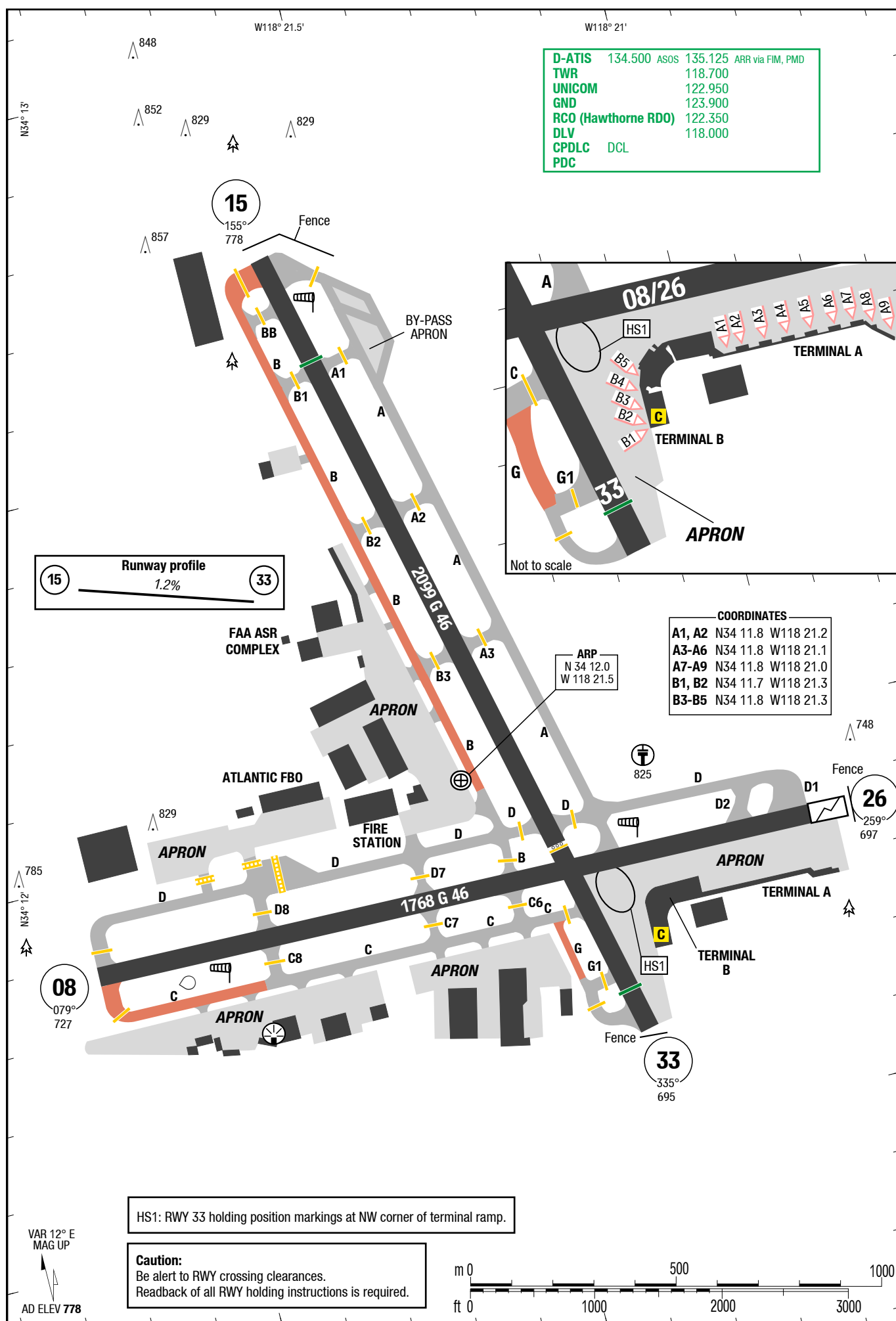
| DEPARTURE | | | |
|---|------------|----------------------|--|
| RWY | | 15 | |
| 1+2 ENG | ft - ft/SM | 0 - 1.0v | SID OROSZ, SID SLAPP: MNM climb gradient 5.6% up to 2100 SID VAN NUYS: MNM climb gradient 5.6% up to 2300 |
| 3+4 ENG | | 0 - 0.5v | SID ELMOO: MNM climb gradient 7.4% up to 3000 All other departures: MNM climb gradient 5.6% up to 5000 |
| RWY | | 33 | |
| | ft - ft/SM | SID OROSZ, SID SLAPP | |
| 1+2 ENG | | 0 - 1.0v | MNM climb gradient 7.6% up to 4900 |
| 3+4 ENG | | 0 - 0.5v | |
| | ft - ft/SM | SID ELMOO | |
| 1+2 ENG | | 0 - 1.0v | MNM climb gradient 9.1% up to 2600 |
| 3+4 ENG | | 0 - 0.5v | |
| All ACFT | | c600 - 2.25v | MNM climb gradient 3.5% up to 4000 |
| | ft - ft/SM | All other departures | |
| 1+2 ENG | | 0 - 1.0v | MNM climb gradient 9.1% up to 5000 |
| 3+4 ENG | | 0 - 0.5v | |
| All ACFT | | c600 - 2.25v | MNM climb gradient 5.0% up to 5000 |
| Speed | | | |
| MAX IAS 250KT below 10000ft. | | | |
| Communication | | | |
| COM Failure: See CRAR. | | | |
| Departure Procedure | | | |
| Start-up/Push-back Cross bleeding starts prohibited. ATC may approve cross bleeding starts on TWY A (north of TWY D). All other requests must be coordinated and approved by AD. Use MNM PWR when leaving gate and use caution while taxiing from terminal area due to proximity to terminal, personnel and equipment. | | | |



| | | | | |
|---------------------|---------|------|---------|------------------------------|
| D-ATIS | 134.500 | ASOS | 135.125 | ARR via FIM, PMD |
| Social APP/DEP | | | 120.400 | VNW 280°-KBUR 050° |
| | | | 135.050 | KBUR 050°-150° |
| | | | 134.200 | VNW 160°-280° |
| | | | 124.600 | S between KBUR 150°-VNW 160° |
| TWR | | | 126.700 | |
| UNICOM | | | 118.700 | |
| GND | | | 122.950 | |
| Rco (Hawthorne RDO) | | | 123.900 | |
| DLV | | | 122.350 | |
| CPDLC | | | 118.000 | |
| DCL | | | | |

Landing RWY system:





Effective 01-FEB-2018

25-JAN-2018

BUR-KBUR

United States Burbank Bob Hope

SLAPP 1 RNAV

OROSZ 2 RNAV

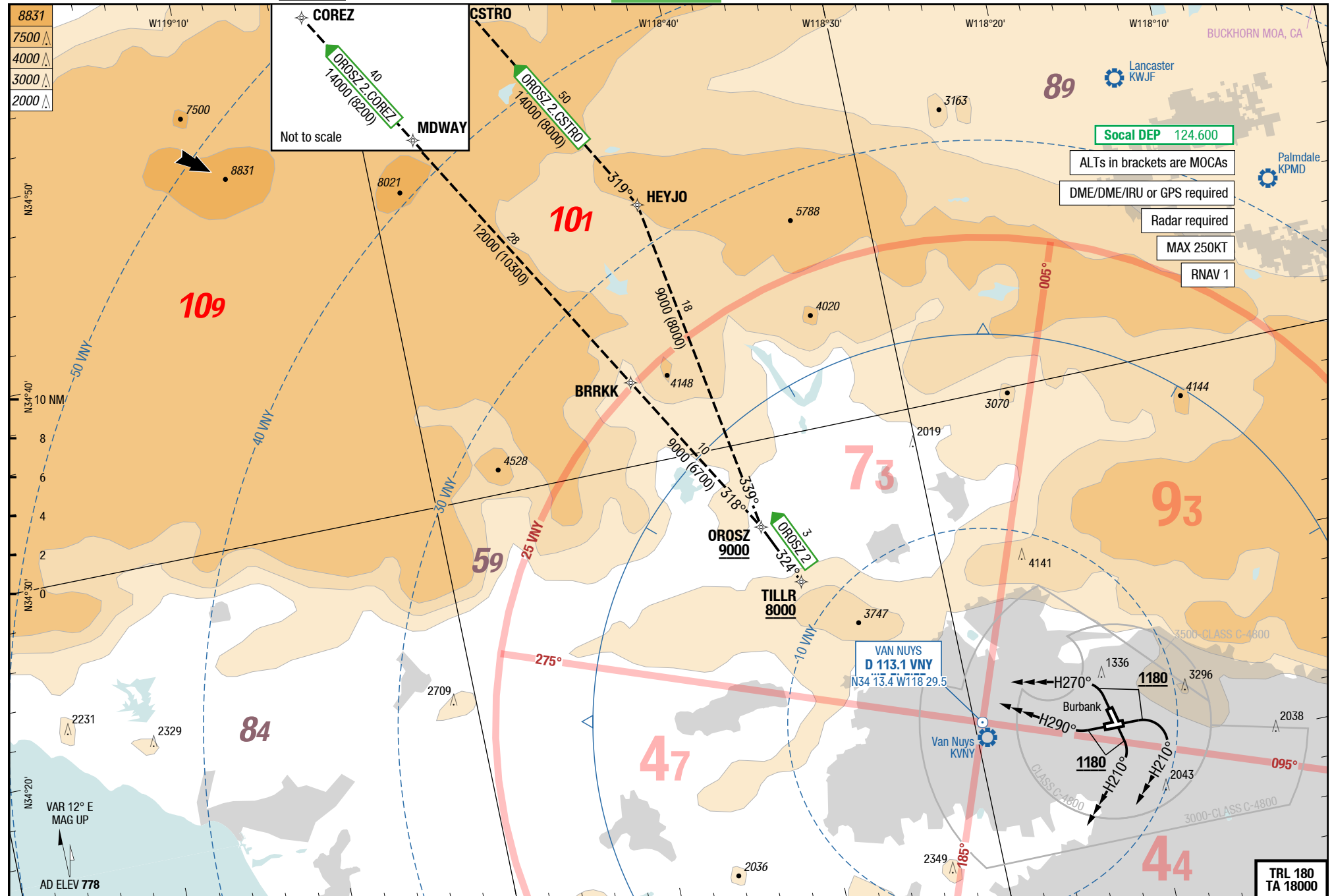
SID

SID

Bob Hope Burbank United States

SLAPP 1 RNAV

OROSZ 2 RNAV



Changes: WPT , PROC renumbered

25-JAN-2018

United States **Burbank** Bob Hope

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BUR-KBUR

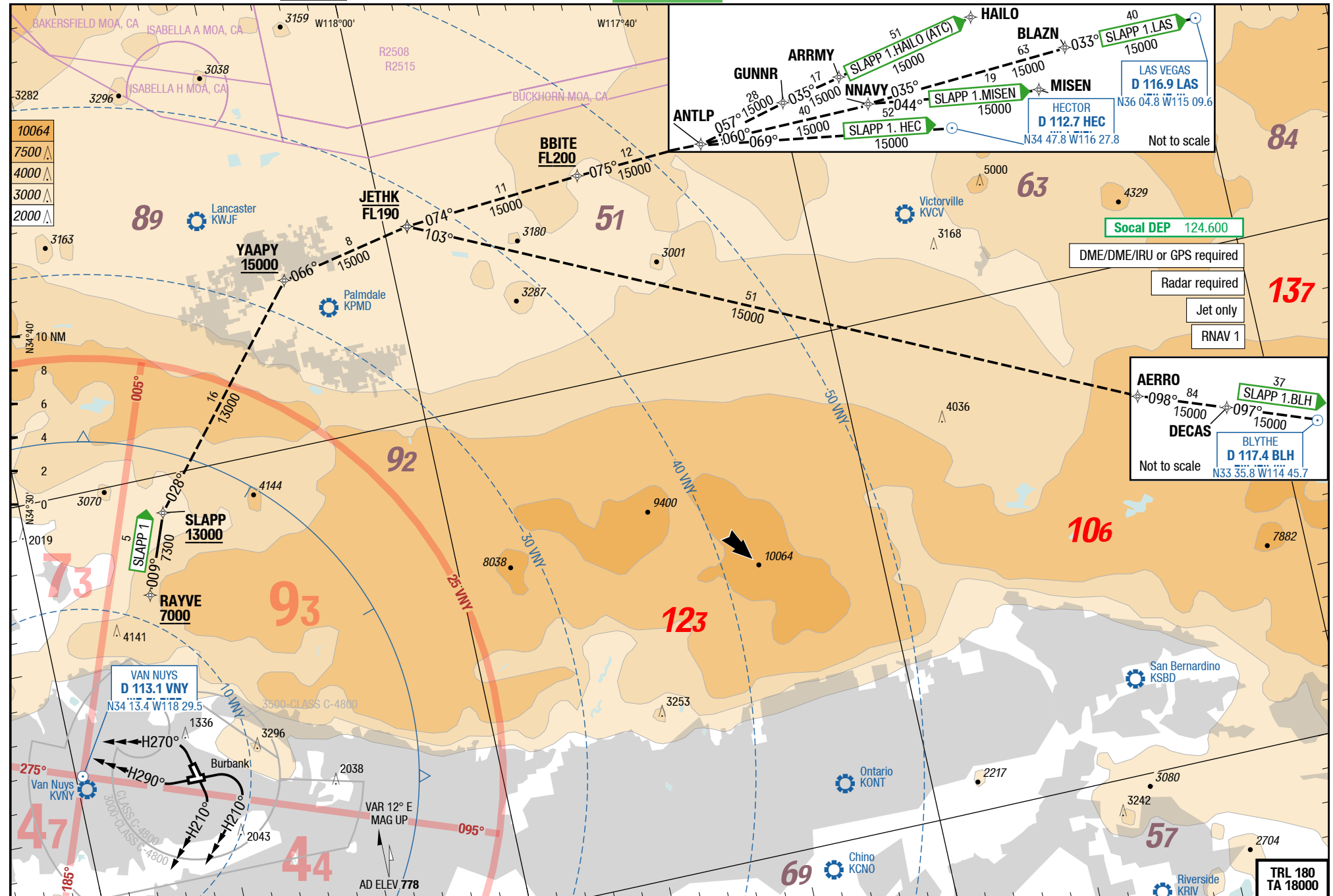
4-20

SLAPP 1 RNAV

SID

SID

SLAPP 1 RNAV



Changes: Nil

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Effective 02-MAR-2017

23-FEB-2017

BUR-KBUR

United States Burbank Bob Hope

VAN NUYS 3 (VNY 3)

ELM00 8

SID

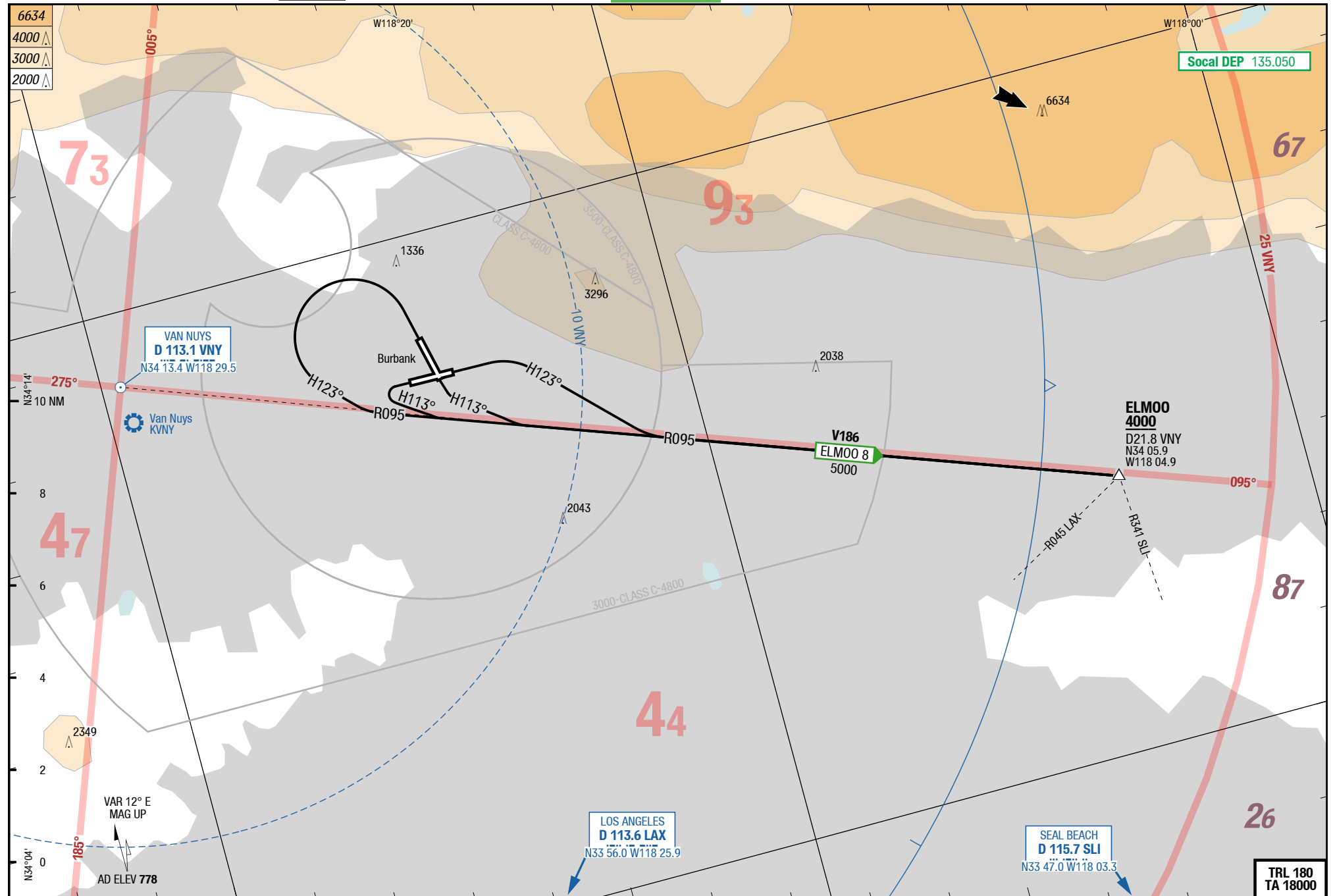
SID

Bob Hope Burbank United States

VAN NUYS 3 (VNY 3)

ELM00 8

4-30



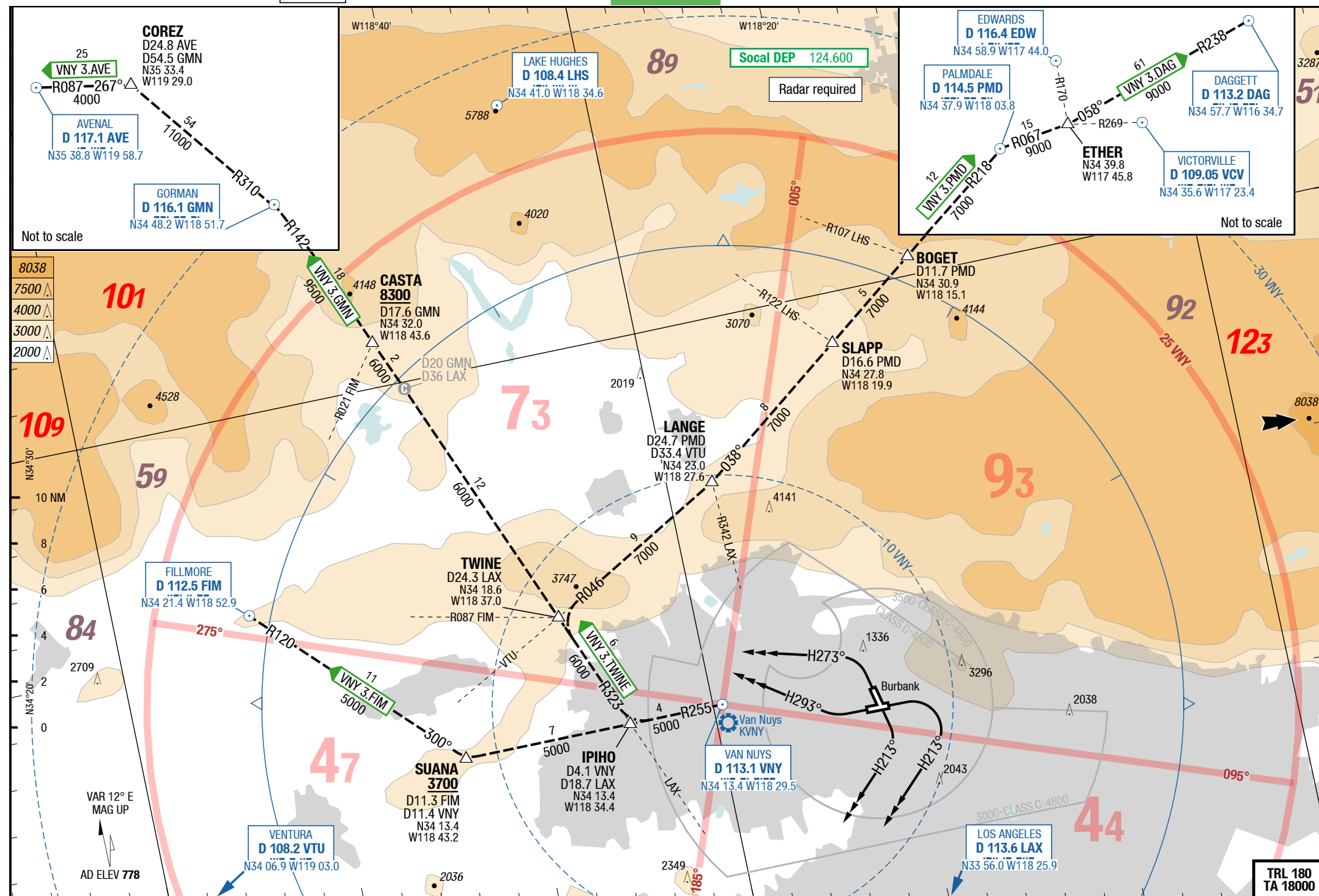
BUR-KBUR

VAN NUYS 3 (VNY 3)

SID

DIS

VAN NUYS 3 (VNY 3)



Changes: Page Number

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BUR-KBUR

5-10

OROSZ 2 RNAV**OROSZ 2**

RWYs 08 (079°) / 15 (155°) / 26 (259°) / 33 (335°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| OROSZ 2 124.600 ①② | | TILLR MNM 8000 OROSZ MNM 9000 initial climb FL230 |
| RWY 08 | H079° [A1180+ ;R] - H210° expect VECTORS - DCT TILLR - OROSZ | |
| RWY 15 | H155° [A1180+ ;R] - H210° expect VECTORS - DCT TILLR - OROSZ | |
| RWY 26 | H259° [A1180+ ;R] - H290° expect VECTORS - DCT TILLR - OROSZ | |
| RWY 33 | H335° [A1180+ ;L] - H270° expect VECTORS - DCT TILLR - OROSZ | |
| | TRANSITION | |
| | COREZ OROSZ - BRRKK - MDWAY - COREZ | OROSZ MNM 9000 |
| | CSTRO OROSZ - HEYJO - CSTRO | OROSZ MNM 9000 |

① Expect filed ALT 10 MIN after departure

② MAX 250KT

BUR-KBUR

5-20

SLAPP 1 RNAV

SLAPP 1

RWYs 08 (079°) / 15 (155°) / 26 (259°) / 33 (335°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| SLAPP 1 (Jet only) 124.600 ① | | RAYVE MNM 7000 SLAPP MNM 13000 initial climb FL230 |
| RWY 08 | RT HDG 210° - expect vectors to RAYVE - SLAPP | |
| RWY 15 | RT HDG 210° - expect vectors to RAYVE - SLAPP | |
| RWY 26 | RT HDG 290° - expect vectors to RAYVE - SLAPP | |
| RWY 33 | LT HDG 270° - expect vectors to RAYVE - SLAPP | |
| | TRANSITION | |
| | BLYTHE (BLH) SLAPP - YAAPY - JETHK - AERRO - DECAS - BLH | YAAPY MNM 15000 JETHK MAX FL190 |
| | HAILO (ATC) SLAPP - YAAPY - JETHK - BBITE - ANTLP - GUNNR - ARRMV - HAILO | YAAPY MNM 15000 JETHK MAX FL190 BBITE MNM FL200 |
| | HECTOR (HEC) SLAPP - YAAPY - JETHK - BBITE - ANTLP - HEC | YAAPY MNM 15000 JETHK MAX FL190 BBITE MNM FL200 |
| | LAS VEGAS (LAS) SLAPP - YAAPY - JETHK - BBITE - ANTLP - NNAVY - BLAZN - LAS | YAAPY MNM 15000 JETHK MAX FL190 BBITE MNM FL200 |
| | MISEN SLAPP - YAAPY - JETHK - BBITE - ANTLP - NNAVY - MISEN | YAAPY MNM 15000 JETHK MAX FL190 BBITE MNM FL200 |

① Expect filed ALT 10 MIN after departure

BUR-KBUR

5-30

ELMOO 8**SIDPT****ELMOO 8**

RWYs 08 (079°) / 15 (155°) / 26 (259°) / 33 (335°)

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------------|--|-----------------------|
| ELMOO 8 135.050 | | ELMOO MNM 4000 |
| RWY 08 | RT HDG 123° - intercept R095 VNY to ELMOO - via assigned route | |
| RWY 15 | LT HDG 113° - intercept R095 VNY to ELMOO - via assigned route | |
| RWY 26 | LT HDG 113° - intercept R095 VNY to ELMOO - via assigned route | |
| RWY 33 | LT HDG 123° - intercept R095 VNY to ELMOO - via assigned route | |

BUR-KBUR

5-40

VAN NUYS 3 (VNY 3)**VAN NUYS 3**

RWYs 08 (079°) / 15 (155°) / 26 (259°) / 33 (335°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-----------------------|
| VAN NUYS 3 VNY 3 124.600 | | |
| RWY 08 | RT HDG 213° - expect vector to VNY thence via transition or assigned route | |
| RWY 15 | RT HDG 213° - expect vector to VNY thence via transition or assigned route | |
| RWY 26 | RT HDG 293° - expect vector to VNY thence via transition or assigned route | |
| RWY 33 | LT HDG 273° - expect vector to VNY thence via transition or assigned route | |
| TRANSITION | | |
| | AVENAL (AVE) R255 VNY to IPIHO - R323 LAX / R142 GMN to TWINE - CASTA - GMN - R310 GMN to COREZ - R087 AVE to AVE | CASTA MNM 8300 |
| | DAGGETT (DAG) R255 VNY to IPIHO - R323 LAX to TWINE - R046 VTU to LANGE - R218 PMD to SLAPP - BOGET - PMD - R067 PMD to ETHER - R238 DAG to DAG | |
| | FILLMORE (FIM) R255 VNY to IPIHO - SUANA - RT intercept R120 FIM to FIM | SUANA MNM 3700 |
| | GORMAN (GMN) R255 VNY to IPIHO - R323 LAX / R142 GMN to TWINE - CASTA - GMN | CASTA MNM 8300 |
| | PALMDALE (PMD) R255 VNY to IPIHO - R323 LAX to TWINE - R046 VTU to LANGE - R218 PMD to SLAPP - BOGET - PMD | |
| | TWINE R255 VNY to IPIHO - R323 LAX to TWINE | |

BUR-KBUR

5-50

Obstacle Departure

| Obstacle Departure | |
|---------------------------|--|
| RWY | Routing |
| 08 | Climbing RT direct VNY . Continue climb in VNY holding (SE, LT , 295° inbound) to cross VNY at or above 5100 . Westbound via AWY V326 to GINNA, or eastbound via AWY V186 to DARTS. |
| 15 | Climbing RT direct VNY . Continue climb in VNY holding (SE, LT , 295° inbound) to cross VNY at or above 5100 . Westbound via AWY V326 to GINNA, or eastbound via AWY V186 to DARTS. |
| 26 | Climb direct VNY . Continue climb in VNY holding (SE, LT , 295° inbound) to cross VNY at or above 5100 . Westbound via AWY V326 to GINNA, or eastbound via AWY V186 to DARTS. |
| 33 | Climbing LT direct VNY . Continue climb in VNY holding (SE, LT , 295° inbound) to cross VNY at or above 5100 . Westbound via AWY V326 to GINNA, or eastbound via AWY V186 to DARTS. |
| RWY | Notes |
| 08 | Multiple trees, poles and buildings beginning 124ft from DER, 42ft right of centerline, up to 65ft AGL/745ft MSL. Multiple trees, buildings and poles beginning 278ft from DER, 73ft left of centerline, up to 56ft AGL/746ft MSL. |
| 15 | Multiple trees, buildings, poles and blast fence beginning 50ft from DER, 2ft right of centerline, up to 65ft AGL/762ft MSL. Multiple trees, buildings, poles, blast fence beginning 185ft from DER, 53ft left of centerline, up to 108ft AGL/777ft MSL. |
| 26 | Multiple trees, poles, transmission towers, buildings, roads, and terrain beginning 26ft from DER, 4ft right of centerline, up to 145ft AGL/731ft MSL. Multiple trees, poles, transmission towers, railroad and buildings beginning 302ft from DER, 437ft left of centerline, up to 117ft AGL/846ft MSL. |
| 33 | Multiple trees, poles, terrain, buildings, road beginning 33ft from DER, 30ft right of centerline, up to 100ft AGL/1333ft MSL. Multiple trees, poles, buildings, antenna, railroad and blast fence beginning 97ft from DER, 11ft left of centerline, up to 50ft AGL/878ft MSL. |
| | |

Effective 19-JUL-2018

12-JUL-2018

BUR-KBUR

6-10

United States Burbank Bob Hope

ROKRR 2 RNAV

JANNY 5 RNAV

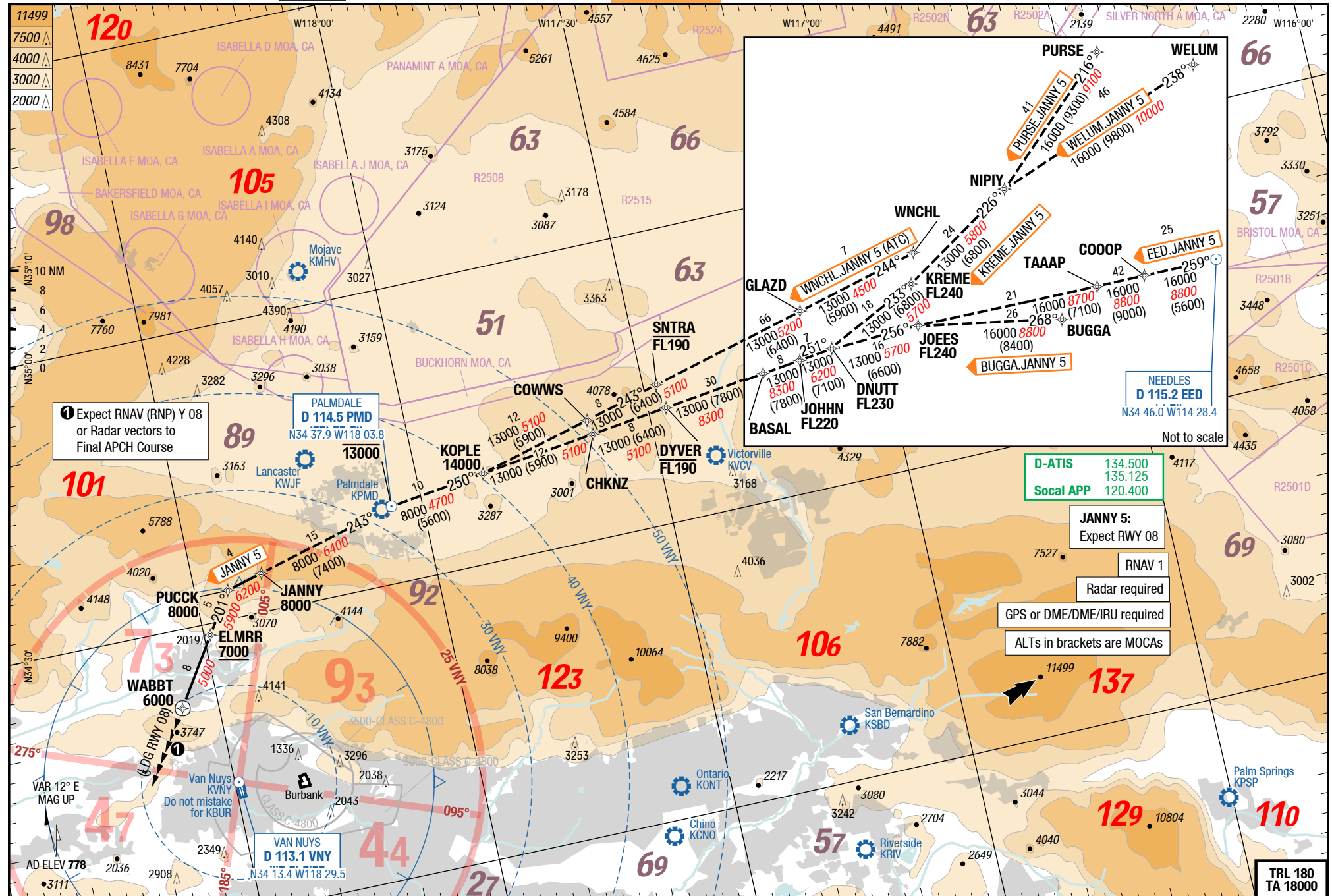
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STAR

Bob Hope Burbank United States

ROKRR 2 RNAV

JANNY 5 RNAV



Effective 19-JUL-2018

12-JUL-2018

BUR-KBUR

United States Burbank Bob Hope

6-20

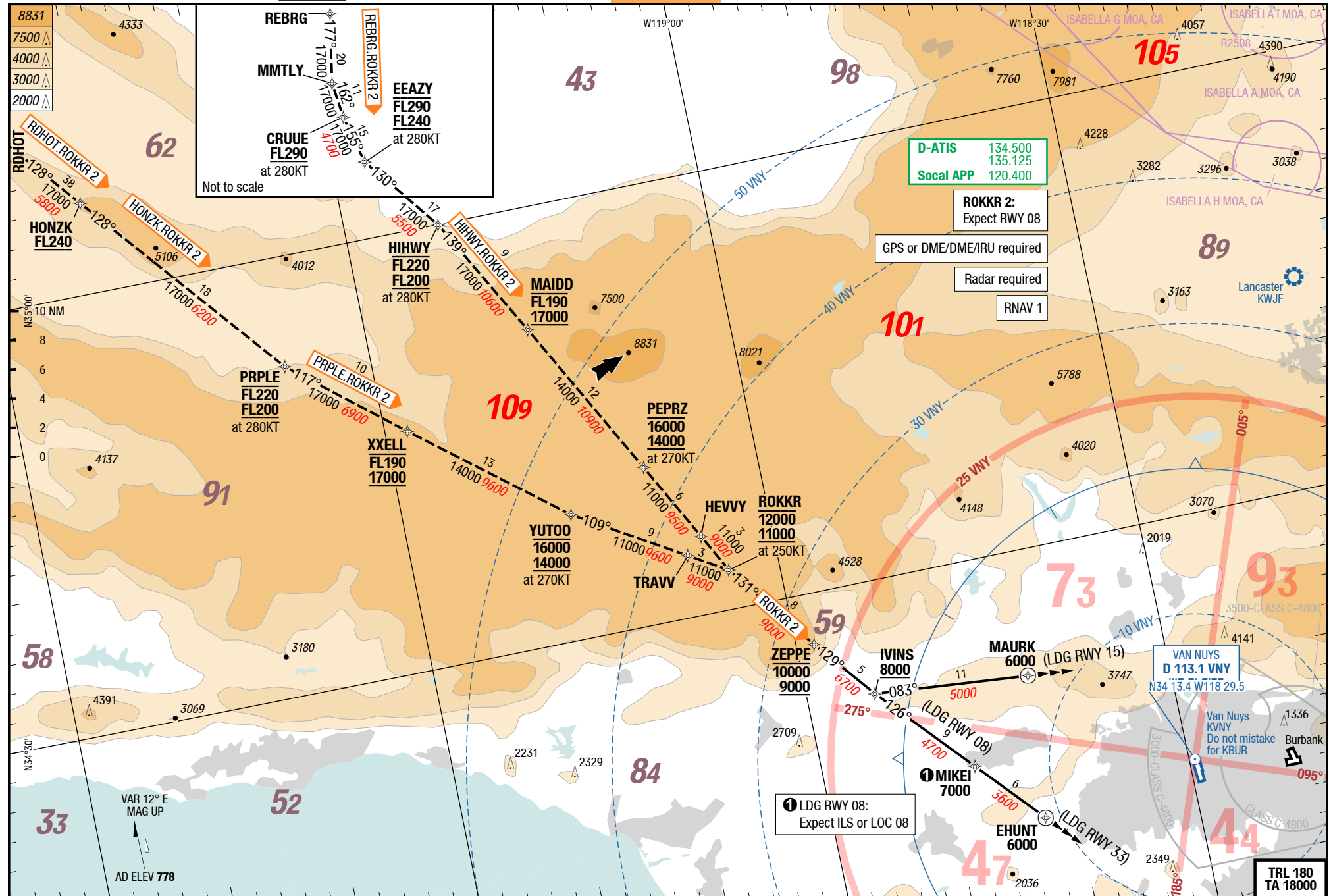
ROKKR 2 RNAV

STAR

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Bob Hope Burbank United States

ROKKR 2 RNAV



Changes: Nil

22-MAR-2018

BUR-KBUR

United States **Burbank** Bob Hope

NIL

THRNE 3 RNAV

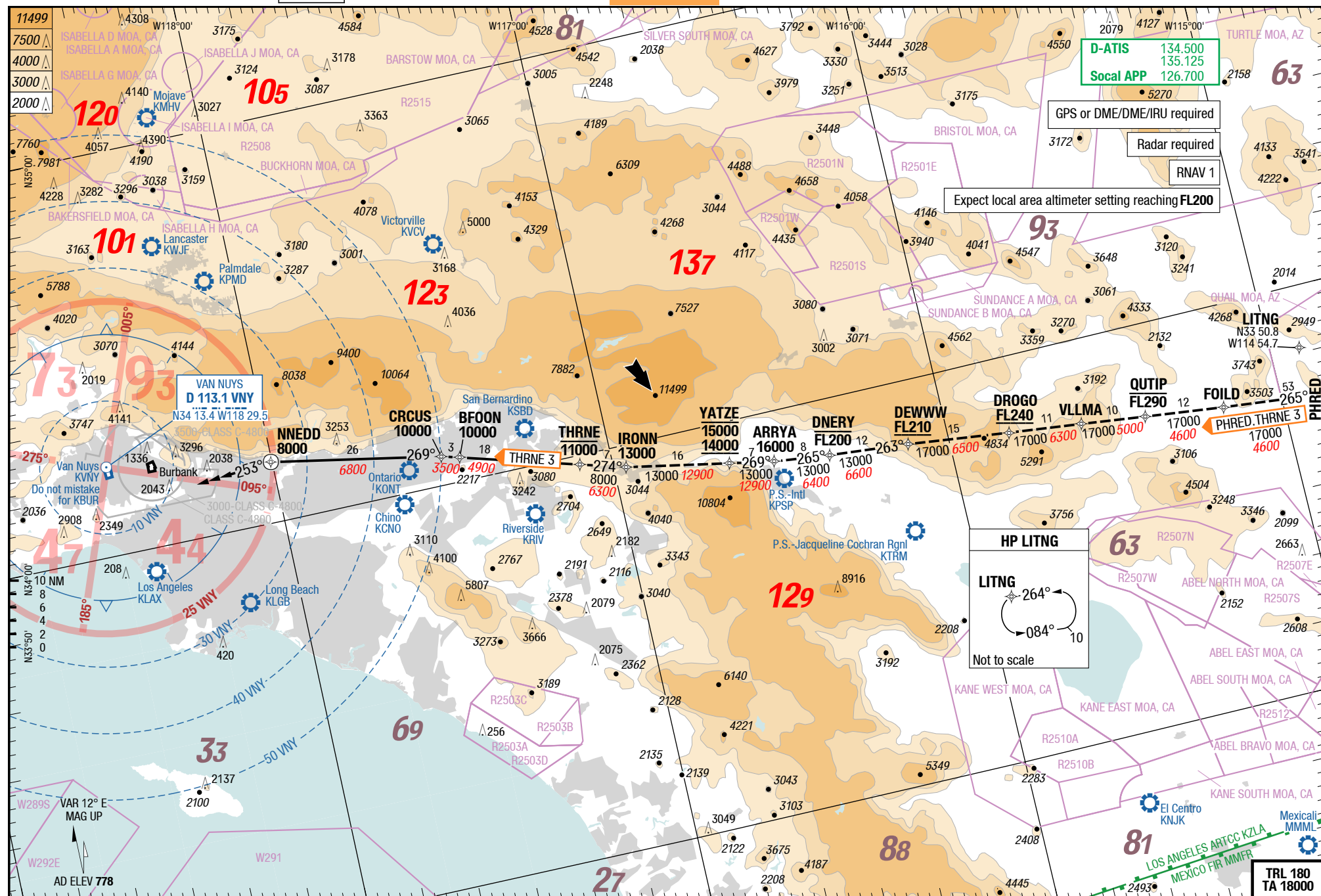
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Bob Hope **Burbank** United States

NIL

THRNE 3 RNAV



Changes: PROC, Note, PROC renumbered

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Effective 27-APR-2017

20-APR-2017

BUR-KBUR

United States Burbank Bob Hope

LYNXX 8

6-50

FERNANDO 7 (FERN7)

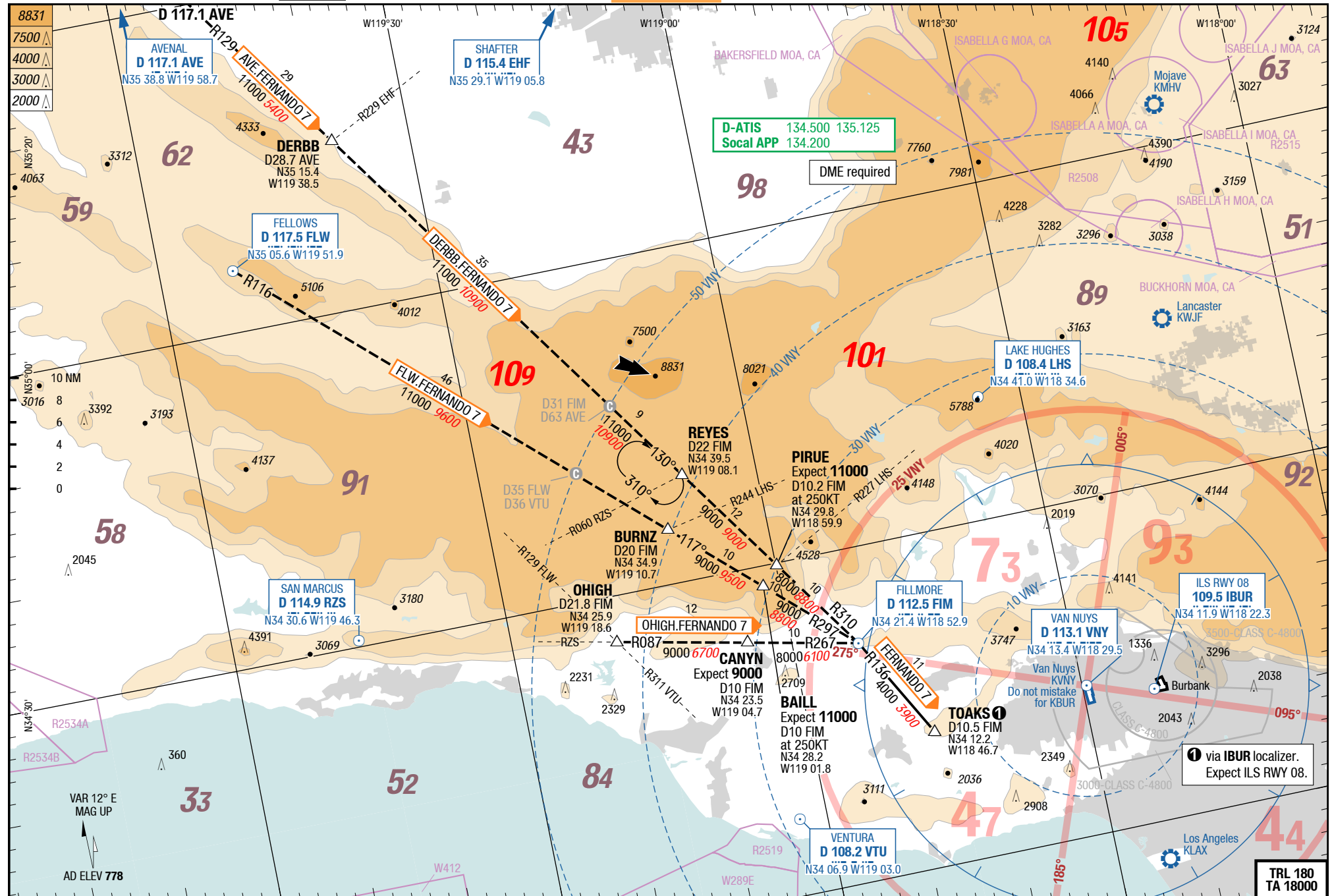
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LYNXX 8

FERNANDO 7 (FERN7)



Changes: Page Number

BUR-KBUR

LYNXX 8

STAR

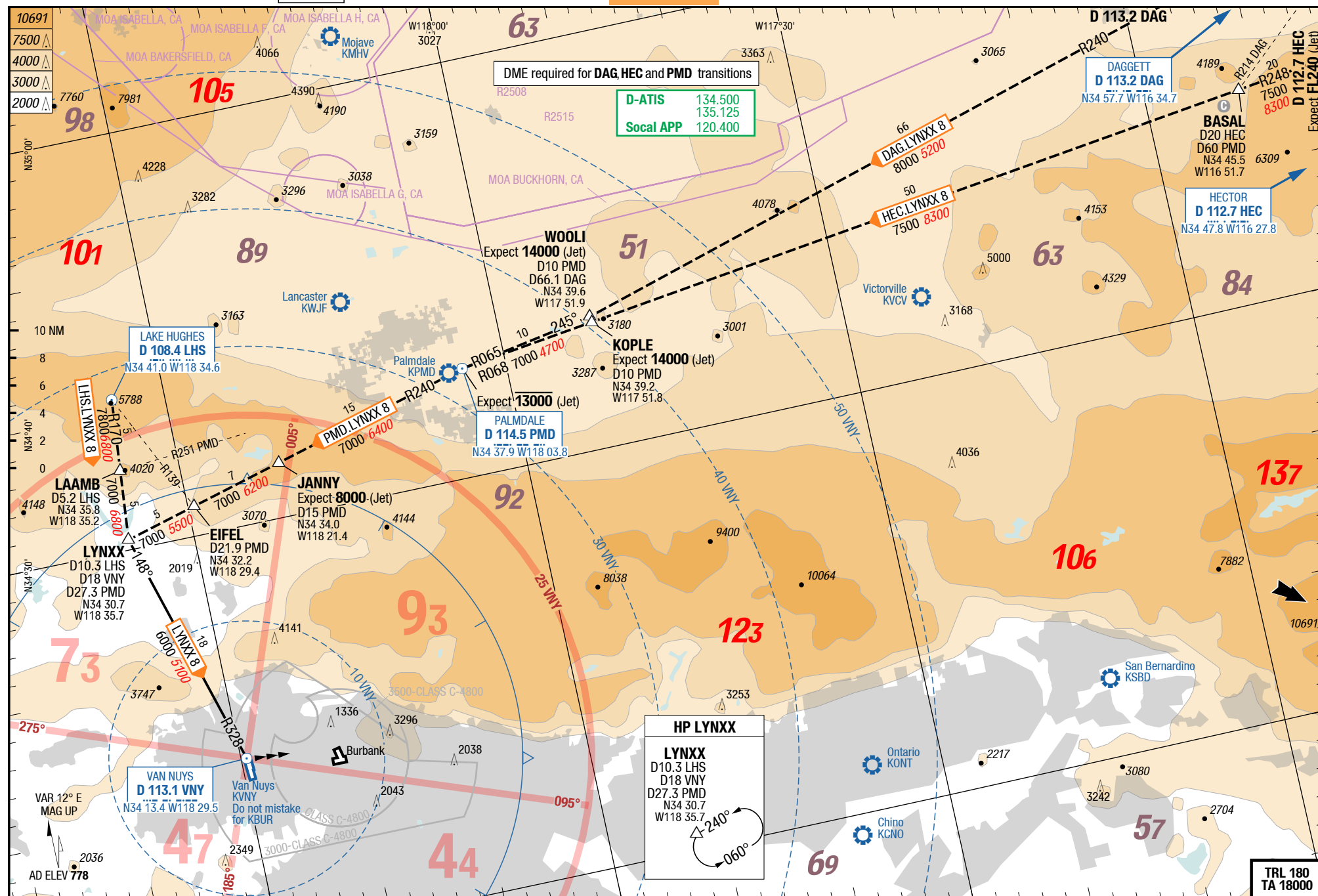
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LYNXX 8

6-60

LYNXX 8

LYNXX 8



Changes: Page Number

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BUR-KBUR

ILS or LOC Y 08

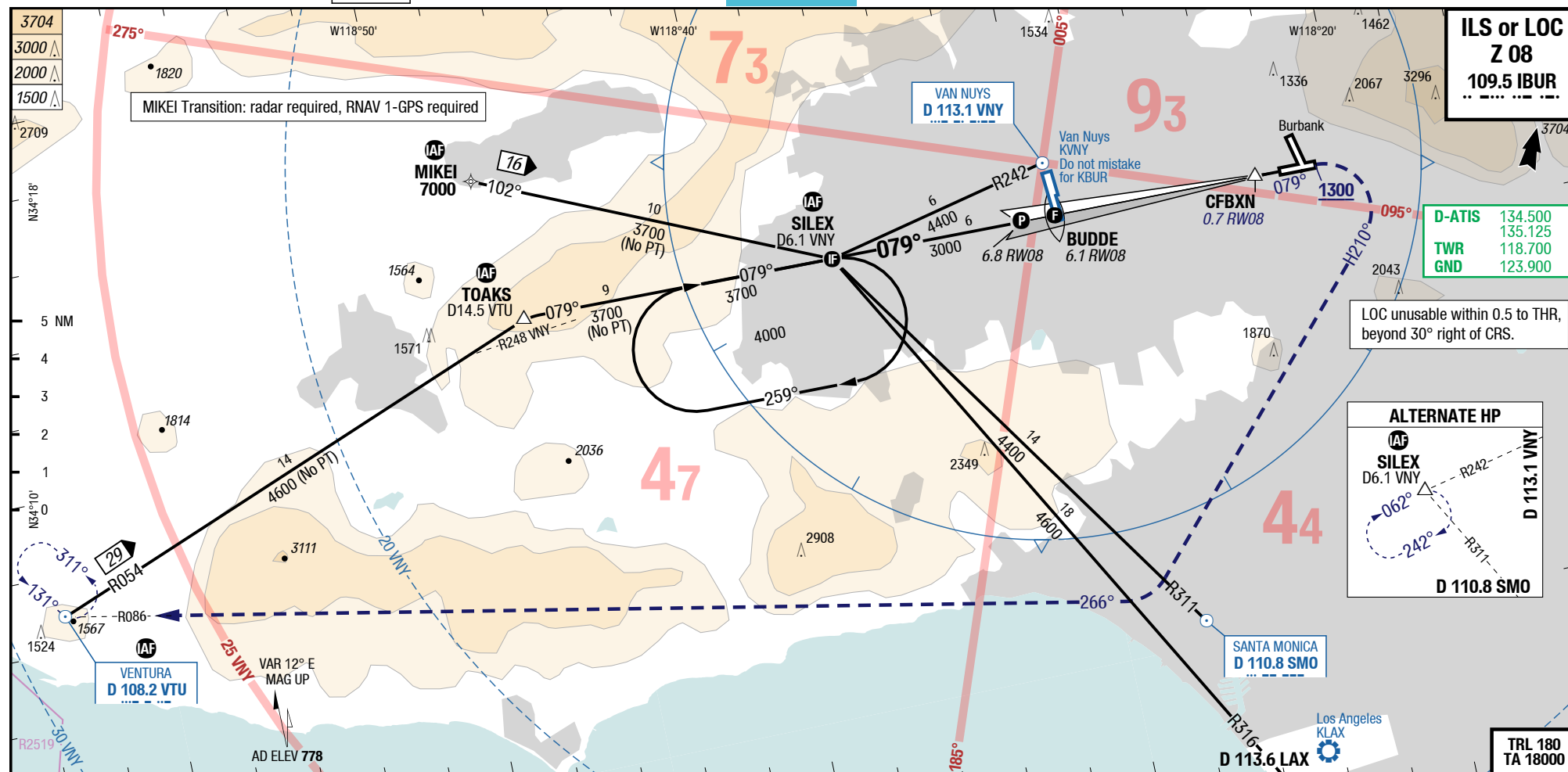
ILS or LOC Z 08

IAC

IAC

ILS or LOC Y 08

ILS or LOC Z 08



1) HN NA to RWY 33 when VGSI inop 2) To RWY 26 HJ only 3) If unable to meet climb gradient, see ILS, LOC Y 08 4) AP coupled APCH NA below 1027ft MSL 5) Inop table does not apply 6) HN NA when VGSI inop 7) Clockwise RWY 26 to RWY 15 only 8) W of RWY 15/33 only

LOC 3.45° RW08

| | | | | | |
|------|------|------|------|------|------|
| 8 | 6 | 5 | 4 | 3 | 2 |
| 3700 | 2980 | 2610 | 2250 | 1880 | 1510 |

08

83.0° 60 HL

1768 G 46

732

ML-P1R THR 727 (26hPa) / TDZ 727 (---%) -0.5%

12.1 RW08 SILEX

9 8 6.8 6.1

0.7 RW08 CFBXN

3700 IF

D D

at 3000 LOC 2760

079° = GP 3.00°

3000

MDA

60

DIST to THR 10 6.1 5 0.7 0

079° at MNM 1300 RT HDG 210° intercept R086 VTU to VTU climb 4600

| | | | |
|-------|------|------|------|
| GS | 120 | 140 | 160 |
| OM | 730 | 850 | 980 |
| -MAPt | 2:42 | 2:19 | 2:02 |

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AMDT 39

BUR-KBUR

ILS or LOC Y 08

IAC

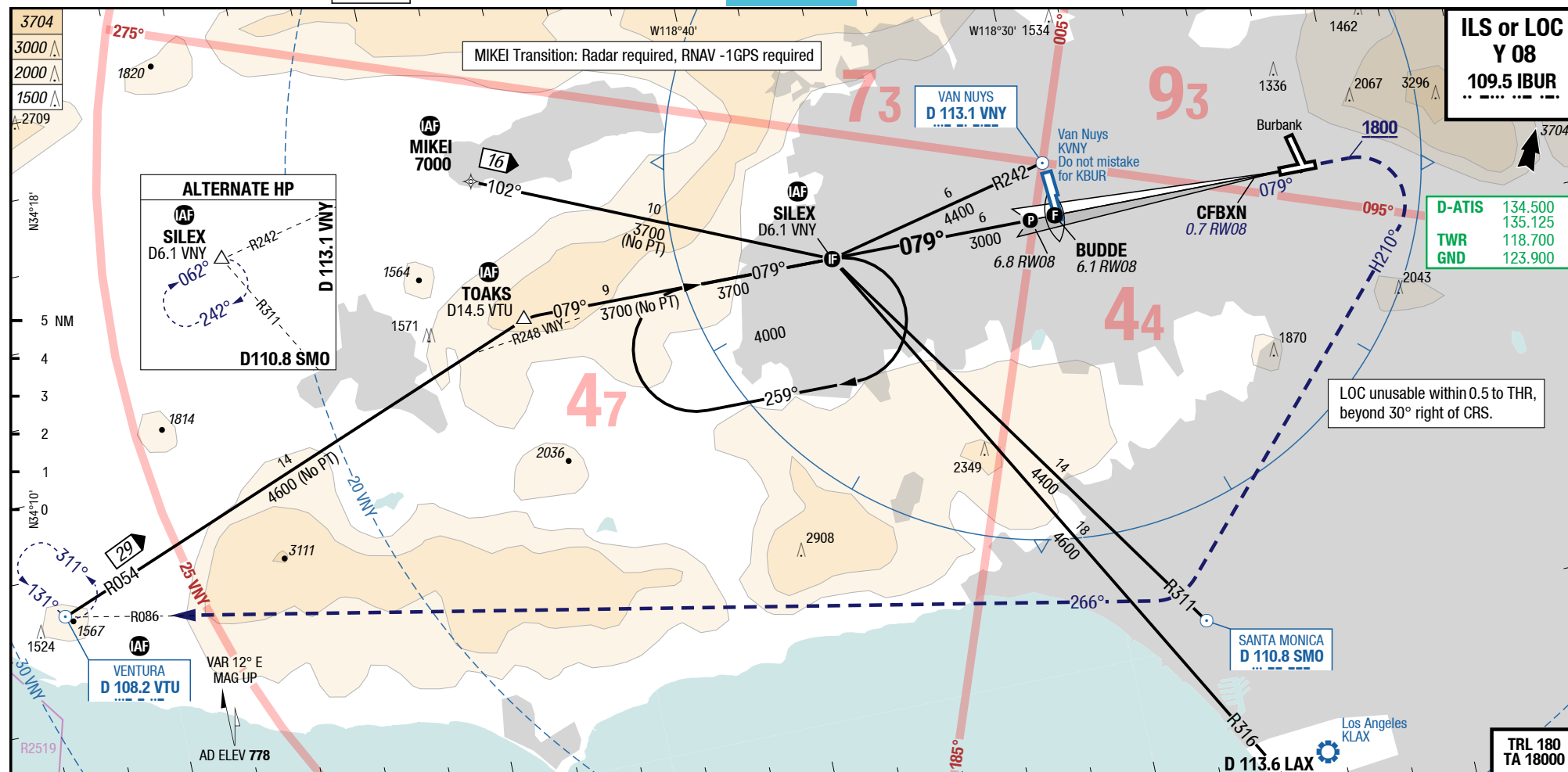
IAC

ILS or LOC Y 08

7-20

ILS or LOC Y 08

ILS or LOC Y 08



| 08 | | Cat 1 | Cat 1 | LOC | | | Circling ^{3) 4)} |
|-------|------------------|---------------------------|---------------------------|---------------------------|--|--|--|
| TERPS | | 1) 2) | APL U/S 1) 2) | 1) 2) | | | NEW TERPS |
| C | ft - ft/SM ft | 830 - 2.5V 1560 | 830 - 3.0V 1560 | 900 - 2.0V 1620 | | | 1470 - 3.0V 2240 ⁵⁾ |
| D | ft - ft/SM ft | 830 - 2.5V 1560 | 830 - 3.0V 1560 | 900 - 2.0V 1620 | | | 1550 - 3.0V 2320 ⁶⁾ |

1) Autopilot coupled APCH NA below 1027ft MSL 2) HN NA when VGSI inop 3) HN NA to RWY 33 when VGSI inop 4) To RWY 26 HJ only
5) Clockwise RWY 26 to RWY 15 only 6) W of RWY 15/33 only

LOC 3.45°

| | | | | | | |
|------|------|------|------|------|------|------|
| RW08 | 8 | 7 | 6 | 5 | 4 | 3 |
| | 3700 | 3350 | 2980 | 2610 | 2250 | 1880 |

08 $\triangleright \triangleright ||| \dots |$ **1768 G 46** 83.0° 60 HL

ML-P1R THR 727 (26hPa) / **TDZ 727** (---%) -0.5%

12.1 RW08 SILEX **9 8** **6.8 6.1 BUDDIE** **0.7 RW08 CFBXN**

at **3000 LOC** **2760**

3700 IF **D D** **P F** **M**

079° = GP 3.00°

MDA **3000** **60**

079° at MNM 1800 RT HDG 210° intercept R086 VTU to VTU climb 4600

| GS | 120 | 140 | 160 |
|-------|------|------|------|
| OM | 730 | 850 | 980 |
| -MAPt | 2:42 | 2:19 | 2:02 |

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Changes: Note

AMDT 6

BUR-KBUR

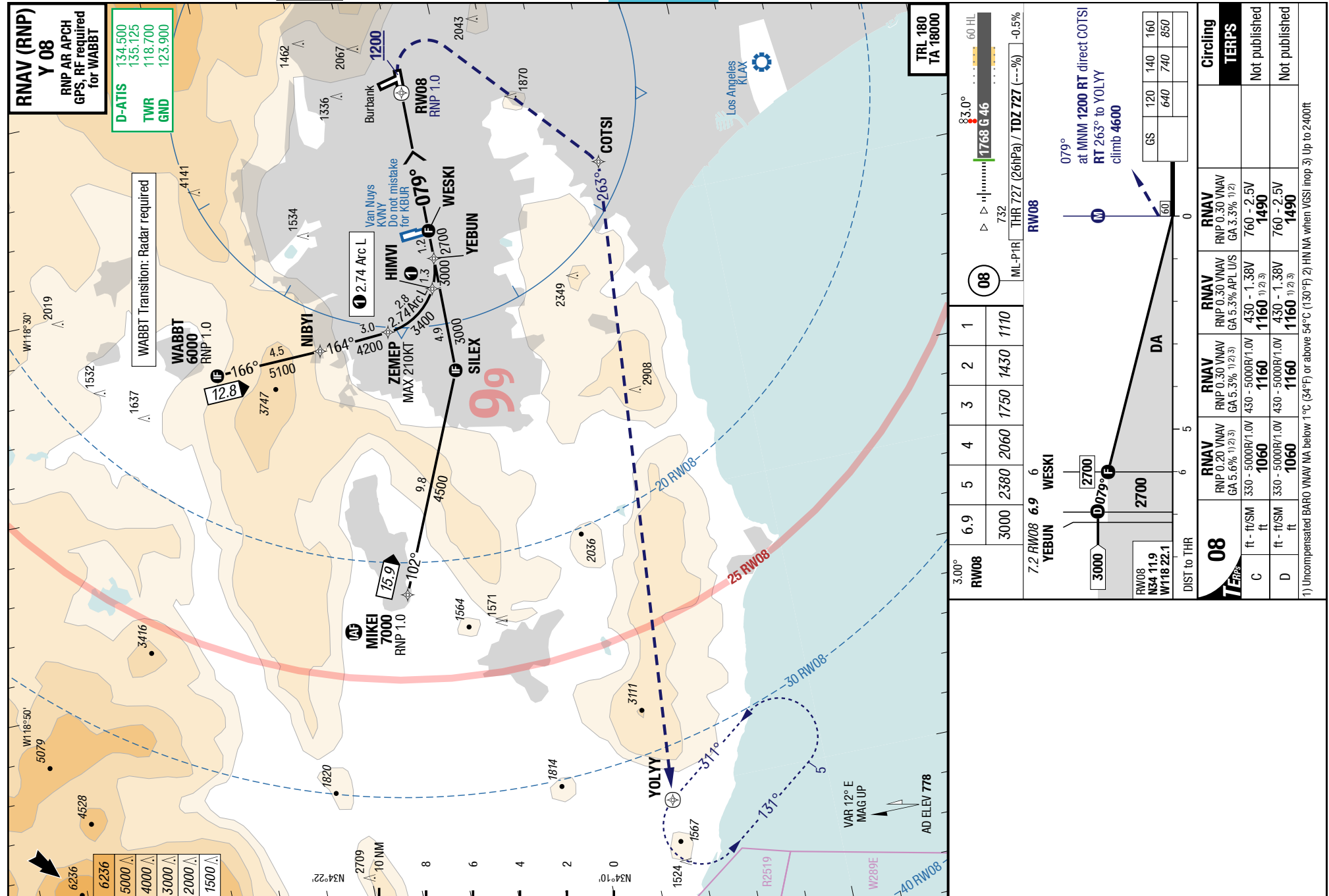
**RNAV (RNP) Y 08**

IAC

IAC

NIL

RNAV (RNP) Y 08



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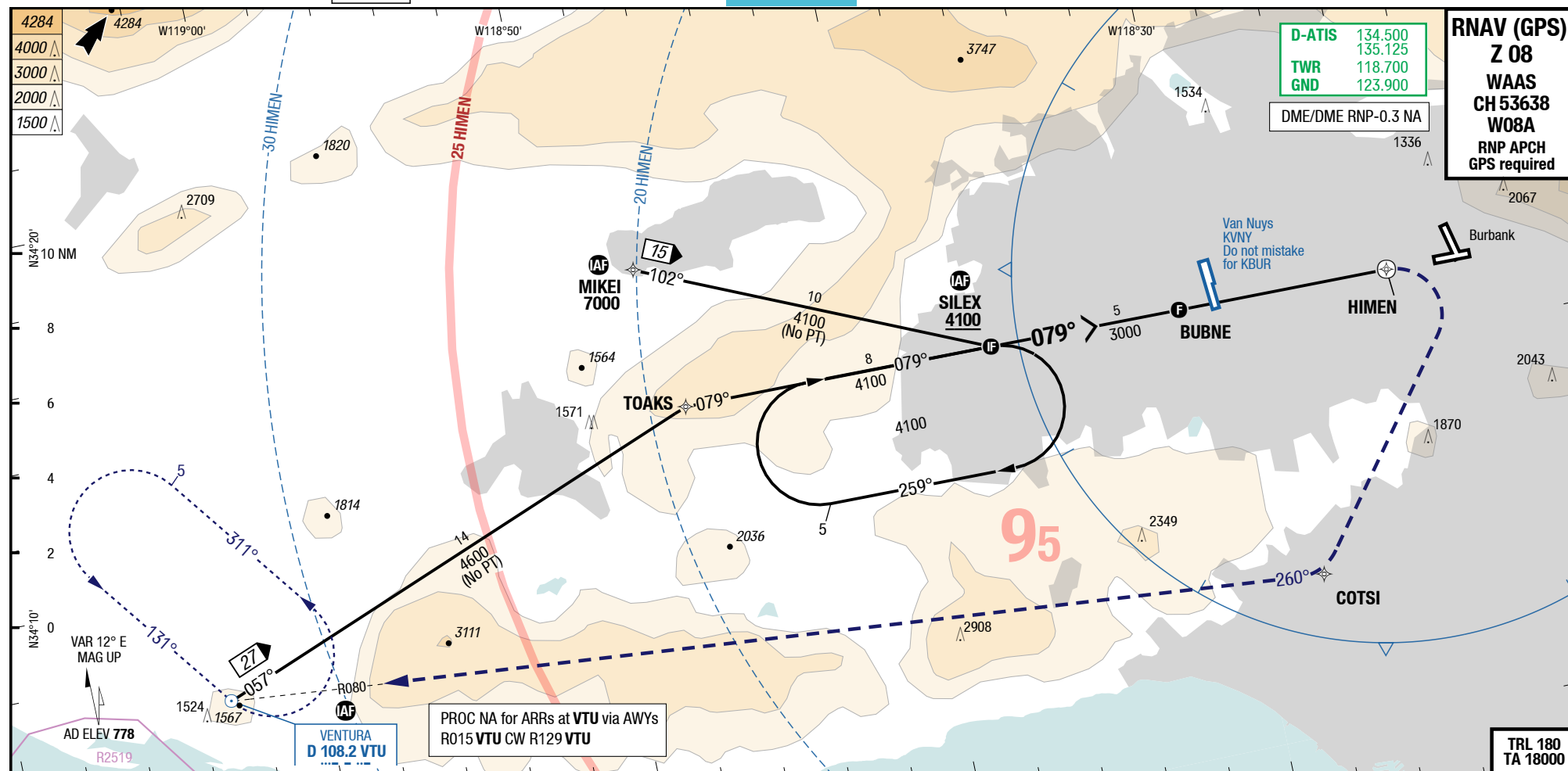
BUR-KBUR

RNAV (GPS) Z 08

IAC

IAC

RNAV (GPS) Z 08



| | |
|-----------------------------------|------------------------------------|
| 1) HN NA when VGSI inop | 3) To RWY 26 HJ only |
| 2) HN NA to RWY 33 when VGSI inop | 4) Clockwise RWY 26 to RWY 15 only |

| 3.00° HIMEN | 9.1 | 7 | 5 | 4 | 3 | 2 |
|-------------|------|------|------|------|------|------|
| | 4100 | 3430 | 2800 | 2480 | 2160 | 1840 |

08

ML-P1R

THR 727 (26hPa) /

TDZ 727 (---%)

-0.5%

83.0°

1768 G 46

60 HL

10.8 HIMEN

SILEX

9.1

5.6

BUBNE

HIMEN

4100

IF

D

079°

3000

F

M

MDA

60

HIMEN

N34 11.9

W118 23.7

3000

DIST to THR

10

6.9

5

1.3

0

RT direct COTS!

RT 260° to VTU

climb 4600

| GS | 120 | 140 | 160 |
|-------|-----|-----|-----|
| BUBNE | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

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Changes: PROC, MIN

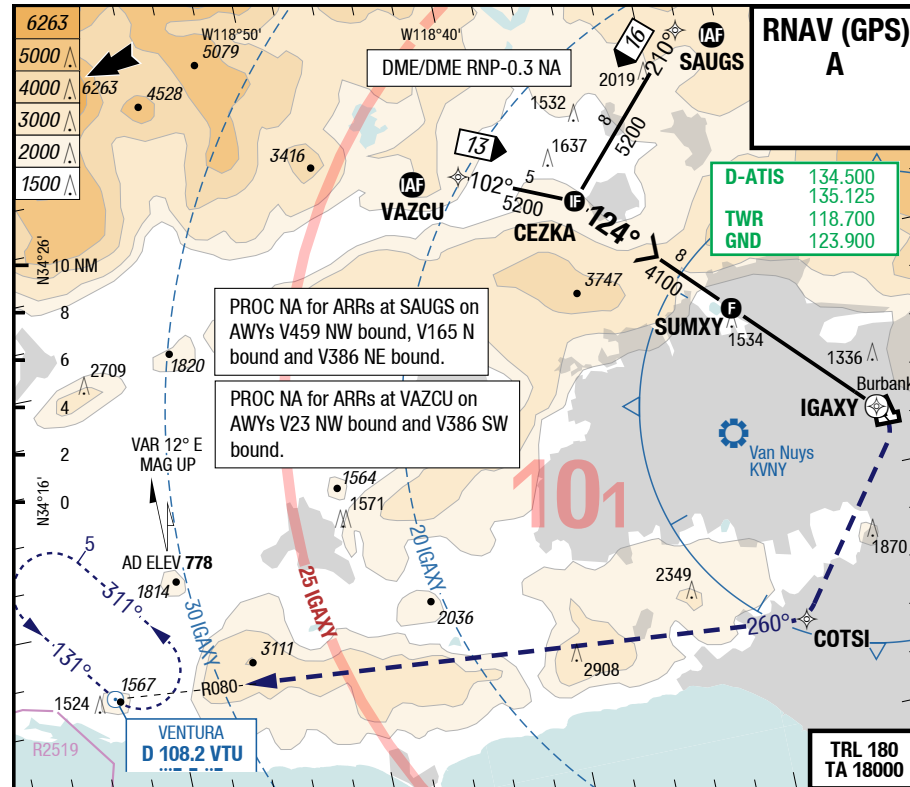
AMDT 2

BUR-KBUR

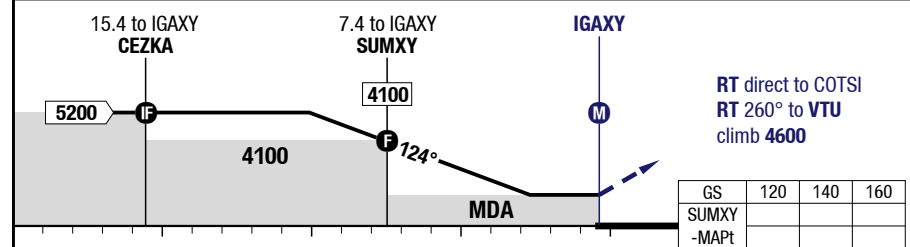
7-60

RNAV (GPS) A

RNAV (GPS) A



See AFC for RWY information
and approach light system.



| All RWYs | | | | | | Circling ¹⁾ TERPS | |
|----------|------------|--|--|--|--|---------------------------------|--------------------------|
| C | ft - ft/SM | | | | | 1470 - 3.0V | 2240 ^{2) 3) 4)} |
| D | ft - ft/SM | | | | | 1550 - 3.0V | 2320 ^{2) 5) 4)} |

1) RNAV GPS
2) HN NA to RWY 08, 33 when VGSI inop
3) Clockwise RWY 26 to RWY 15 only
4) To RWY 26 HJ only
5) W of RWY 15/33 only

BUR-KBUR

NIL

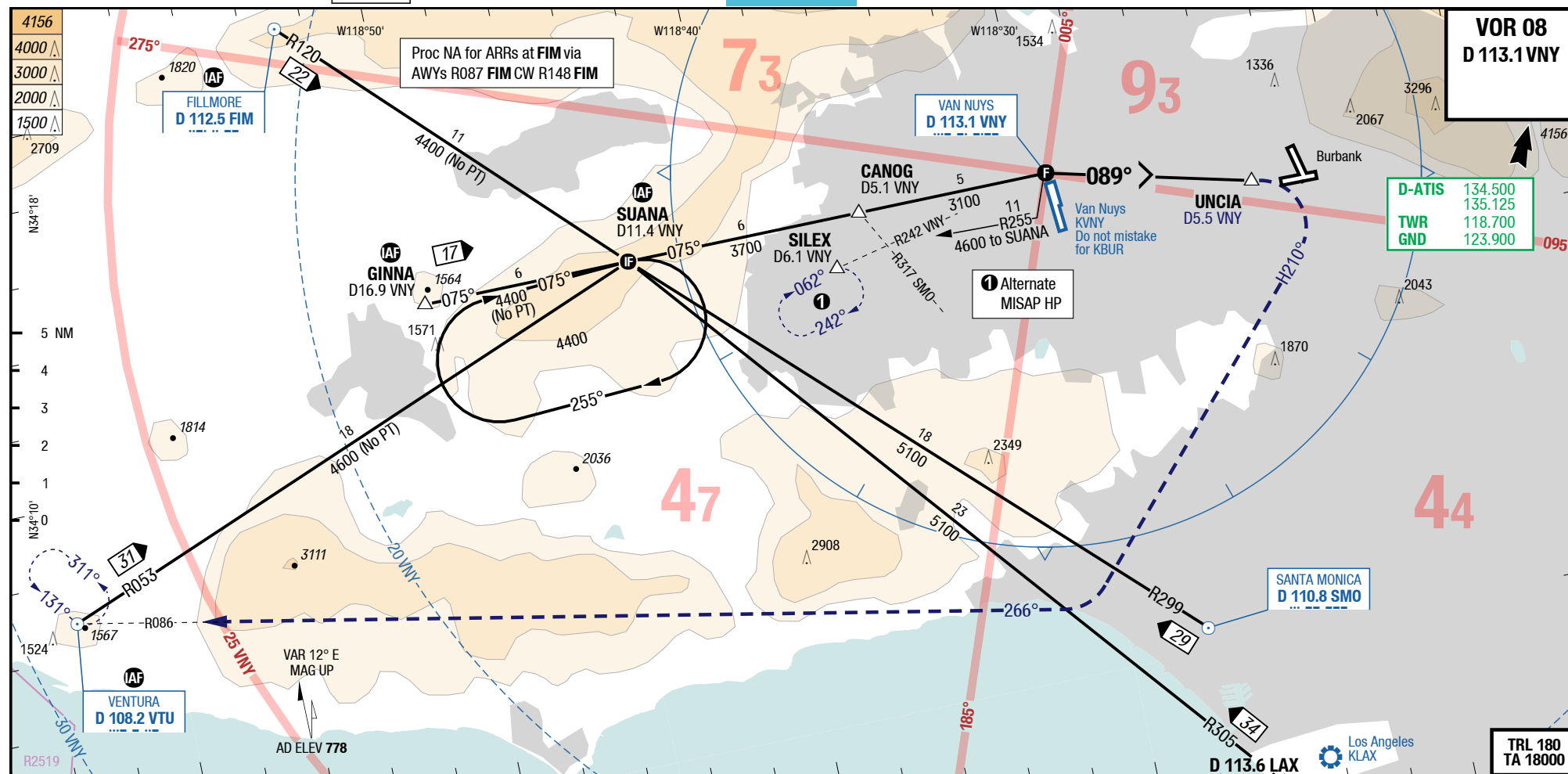
VOR 08

IAC

IAC

NIL

VOR 08



| | |
|---------------------------------------|------------------------------------|
| 1) HN NA when VGSI inop | 3) To RWY 26 HJ only |
| 2) HN NA to RWY 08, 33 when VGSI inop | 4) Clockwise RWY 26 to RWY 15 only |

3.46°
D VNY
089°
RWY 079°

| | | | | |
|------|------|------|------|------|
| VNY | 1 | 2 | 3 | 4 |
| 3100 | 2740 | 2370 | 2000 | 1640 |

08
1768 G 46
60 HL
732
ML-P1R
THR 727 (26hPa) / TDZ 727 (---%) -0.5%

VNY

D5.5 VNY
UNCIA

3100
3100
2089
1640

6.3 5 0.8 0

DIST to THR

MDA

RT HDG 210°
intercept R086 VTU to VTU
climb 4600

| | | | |
|--------|------|------|------|
| GS | 120 | 140 | 160 |
| DO VNY | 730 | 860 | 980 |
| -MAPt | 2:45 | 2:21 | 2:04 |

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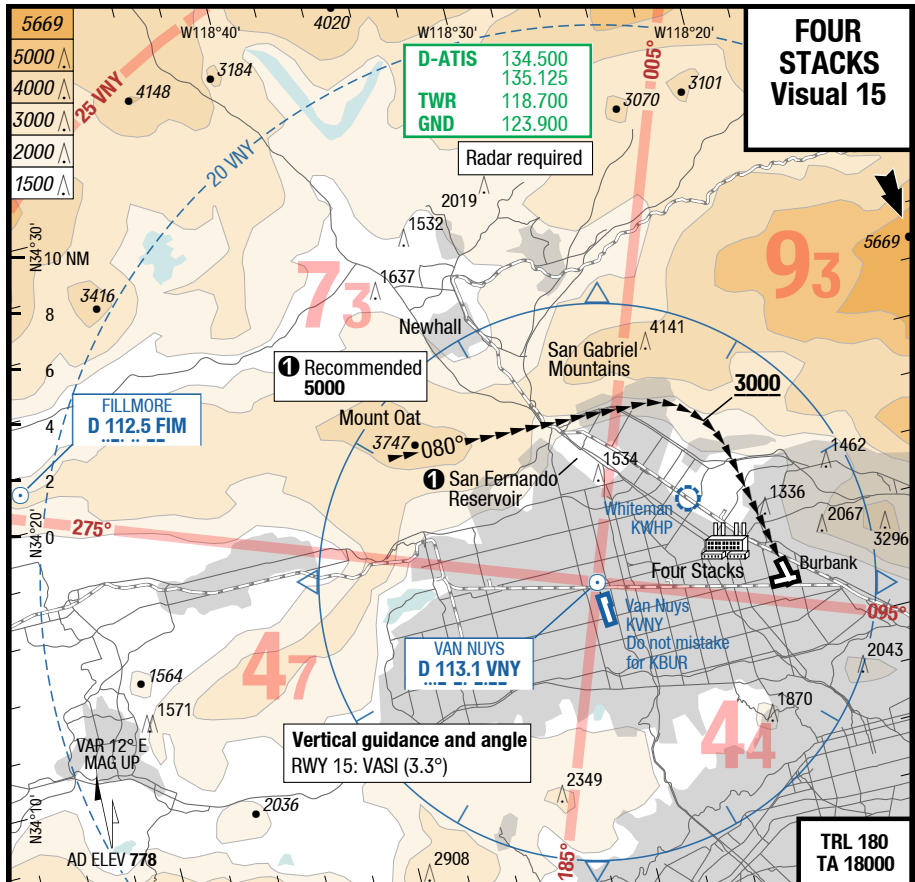
Changes: MIN, MISAP, HLDG

AMDT 12

BUR-KBUR

7-90

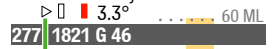
FOUR STACKS Visual 15



VISUAL

15

VASIS U/S beyond 5° of centerline



THR 768 (28hPa) / TDZ 768 (---%) -1.0%

When visual approaches to RWY 15 are in progress, clearances will be given to aircraft from Northwest through Northeast utilizing the following phraseology:
 "(IDENT) CLEARED FOR FOUR STACKS VISUAL APPROACH TO RWY 15"

| 15 | VISUAL FOUR STACKS | | | | | Circling TERPS |
|----|-----------------------|---------------|--|--|--|-------------------|
| C | ft - ft/SM ft | C 5500 - 5.0V | | | | Not published |
| D | ft - ft/SM ft | C 5500 - 5.0V | | | | Not published |