

ALERT BULLETIN

AB 2024:19/7-1

7/31/2024

2119515, 2100887, 2076828

TO: Airport Managers, Bob Hope Airport, (BUR) CA, Van Nuys Airport (VNY), CA, FAA (ATM VNY Tower, ATM BUR Tower, AAS-1)

INFO: FAA (AAS-300, AWP-600, AFS-260, AFS-200, AJI-144, AVP-1, AVP-200, Director of Air Traffic Operations, WSA), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: BUR Approach Conflicts With VNY Traffic

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS has received several flight crew reports expressing concerns about conflicts while on the BUR Runway 8 approach with VNY traffic.

(ACN 2119515) Air carrier First Officer reported being cleared for the BUR Runway 8 approach but having to go around after receiving TCAS RA alerts for VFR traffic at underlying airport VNY.

(ACN 2100887) Air carrier Captain reported receiving an RA while descending over VNY airport on approach to BUR. Flight crew complied with the RA and continued the approach.

(ACN 2076828) Corporate jet pilot reported a near miss while on approach with another aircraft performing a VFR practice instrument approach to a nearby airport. Pilot took evasive action and continued approach.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2119515

DATE / TIME

Date of Occurrence 202405
Local Time Of Day 1201 to 1800

PLACE

Locale BUR.Airport
State CA
Altitude - MSL 2300

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON SCT
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower VNY
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2119515

EVENTS

Anomaly Conflict - Airborne Conflict
Detector - Automation Aircraft RA
Detector - Automation Aircraft TA
Detector - Person Flight Crew
Result - General Flight Cancelled / Delayed
Result - Flight Crew Executed Go Around / Missed Approach
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

On the ILS Z for Runway 8, when cleared for the approach we're told use caution for aircraft in Van Nuys traffic pattern. Weather was 6 SM OVC 014. Aircraft in front of us on the approach executed a go-around due to RA from VFR traffic in Van Nuys. Inside BUDDE, on the glide path we started seeing contacts below us on TCAS. At approximately 2,300 ft. MSL and still IMC, we got an RA, two aircraft 500 ft. – 600 ft. below, with an audible "monitor vertical speed" and immediate "level off, level off." I responded to the RA and executed a go-around, TCAS "clear of conflict" very shortly after go-around started.

Set up for another attempt at ILS Z Runway 8 with same discussion about VFR traffic. At the same point of the approach, inside BUDDE on the glide path, we got another RA off VFR traffic below us. I leveled off following TCAS RA and immediately got "clear of conflict." We were just below the clouds and able to recapture the glide path and runway environment to continue the approach and land uneventfully.

I think the FAA should investigate the Van Nuys VFR pattern procedures. Is there a need to fly the pattern east of the field, below IFR traffic on approaches to BUR? Could the pattern be shifted/only flown to the west of the field to increase deconfliction with BUR traffic? Are the pilots actually following VFR cloud clearances? BUR is a short runway with terrain around the field, creating a demanding landing environment. Allowing Van Nuys VFR traffic to impact instrument approaches into BUR could result in an unstable approach and possible long/fast landing.

SYNOPSIS

Air carrier First Officer reported being cleared for the BUR Runway 8 approach but having to go around after receiving TCAS RA alerts for VFR traffic at underlying airport VNY.

ACN 2100887

DATE / TIME

Date of Occurrence	202403
Local Time Of Day	1201 to 1800

PLACE

Locale	BUR.Airport
State	CA
Altitude - MSL	2600

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BUR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2100887

EVENTS

Anomaly	Conflict - Airborne Conflict
Detector - Automation	Aircraft RA
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

On a visual approach into BUR, we received a climb RA from Van Nuys traffic. We were cleared for approach and already cleared to land Runway 8. The autopilot was on, and the Localizer and glideslope was captured for the approach. I had configured the aircraft gear down and Flaps 15 prior to BUDDE intersection. The FO mentioned he had some traffic in sight, and we had it on TCAS as well. I clicked off the autopilot to slow my descent rate to avoid the Traffic Advisory, but it wasn't quick enough. Soon after, the climb RA occurred. I complied with the RA while the FO maintained a visual on the aircraft. Once we were clear of the conflict, I called Flaps 30 and assessed the position of the aircraft. The FO notified the Tower of the RA, and we discussed continuing the approach. We were one dot high on the glideslope and at landing gear down and Flaps 30 we were in position to continue the approach. I called Flaps to 40 and we were stable well prior to the 1,000 ft. call. We landed with no further conflicts or issues.

Suggestions: The general aviation traffic is a mess in California. BUR, SNA, and LGB are repeat offenders when it comes to conflicting traffic. Every time I come in these airports, I put in my brief about paying attention to the GA aircraft. In this case we talked about it and had the traffic insight the whole time and it still created a conflict. The congestion is something we will continue to deal with. As a Crew Member I will remain vigilant and share my stories of caution with anyone who will listen.

SYNOPSIS

Air carrier Captain reported receiving an RA while descending over VNY airport on approach to BUR. Flight crew complied with the RA and continued the approach.

ACN 2076828

DATE / TIME

Date of Occurrence 202401
Local Time Of Day 0601 to 1200

PLACE

Locale SCT.TRACON
State CA
Altitude - MSL 3200

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON SCT
Make Model Name Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON SCT
Make Model Name Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2076828

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - NMAC
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Aircraft TA
Detector - Person Air Traffic Control
Miss Distance - Horizontal 300
Miss Distance - Vertical 0
Result - Flight Crew Took Evasive Action
Result - Air Traffic Control Issued Advisory / Alert

NARRATIVE 1

Cleared for the ILS Z 08 BUR. ATC advised us that Aircraft Y was flying a practice VOR approach into VNY. I reported "negative contact" on that traffic.

The VOR approach parallels the Burbank 08 localizer quite closely.

A couple of miles prior to crossing over the Van Nuys airport, the controller urgently started yelling at us to start an immediate climb due to traffic. The TCAS did not provide an RA, but the flight technician sitting on the jump seat pointed out the aircraft, which was at our altitude at our 10:30 to 11:00 position and had turned

into our path. When I visually acquired the target it was wing up, estimating 60 degrees of bank. I instructed the PF to climb immediately.

Based on aircraft size, our best estimate puts Aircraft Y 300 ft. away horizontally, at our altitude.

We heard a "Traffic" call from the TCAS, but no RA. After climbing above the traffic, the controller cleared us for the visual approach to runway 8 and we landed uneventfully.

The VOR approach into Van Nuys has a procedure turn to the south at CANOG, so perhaps that explains the turn toward the Burbank localizer? Perhaps Aircraft Y pilot was starting the missed approach early. Perhaps they were simply off course, owing to the vagueries of flying a VOR needle when so close to the station.

Either way, this seems like a poor setup by the controller. Since the VOR-A into Van Nuys and the ILS 08 localizer for Burbank are on closely space parallel courses, it would be prudent to consider them together and not put a slow Aircraft Y in front of a fast Aircraft X. There are already so many RAs when flying the Burbank ILS over the VNY traffic pattern.

SYNOPSIS

Corporate jet pilot reported a near miss while on approach with another aircraft performing a VFR practice instrument approach to a nearby airport. Pilot took evasive action and continued approach.