

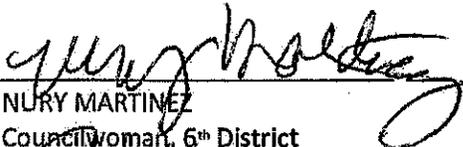
MOTION

The Van Nuys Airport is regulated by a Noise Abatement and Curfew Ordinance (Ord. No. 155727) enacted in 1981. In it, there are programs and prescribed techniques to reduce noise and impacts on the local community from all types of aircraft activities. There has been a rash of recent complaints about violations of the noise abatement programs. Many of the complaints involve violations of the Van Nuys Airport Quiet Jet Departure Program, which is based on a commitment by jet operators to use quiet departure techniques and not exceed target decibel levels on takeoff.

The ordinance contains a partial curfew restricting Stage 2 aircrafts from departing during late night hours. With exemptions for military and medical emergency flights, Stage 2 aircraft are prohibited from departing between the hours of 10 pm and 7 am. Stage 3 aircraft are not affected by this prohibition until 11 pm. The partial curfew also prohibits "touch and go" operations between 9 pm and 7 am. The abatement program within the ordinance includes preferred runways for all jet aircraft departing from Van Nuys Airport.

Los Angeles World Airports should report on the status and enforcement of the current noise and abatement programs at Van Nuys Airport, and the feasibility of expanding the noise abatement and curfew rules to cover the operation of Stage 3 aircraft and others. This action will demonstrate LAWA's continued commitment to the safety and lifestyle of the community surrounding Van Nuys Airport.

I THEREFORE MOVE that Los Angeles World Airports be requested to report within 30 days to Trade, Commerce, and Tourism Committee on the status of the current noise and abatement programs at Van Nuys Airport, and the feasibility of applying the abatement and curfew rules on all departing and arriving aircraft.

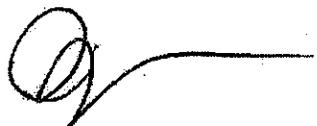
PRESENTED BY:   
NURY MARTINEZ  
Councilwoman, 6<sup>th</sup> District

SECONDED BY: 



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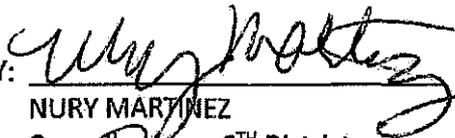
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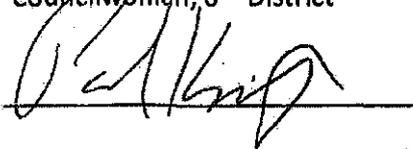
Residents of Council District 6 have expressed serious concerns about perceived changes in the flight patterns around Van Nuys Airport (VNY). The ire of constituents comes from excessive noise of propeller powered aircraft from flight students practicing 'touch and go' landing techniques at VNY. Generally, the residents say that the repetitive flights create a constant motorized growl of engine noise that prevents them from the quiet enjoyment of their homes and backyards.

Residents, for years, were pleased with the fact that flights were directed to fly over the Sepulveda Basin golf course before making their turn to return to the airport. The 'turn' is what produces the most complaints from the increased engine noise. The main complaint is that pilots make the return well before the Sepulveda Basin now, which is a populated residential area.

The Los Angeles World Airports (LAWA) has a number of systems in place to monitoring not only the aircraft traffic at VNY, but also the noise levels of flights traveling in and out. Some are web-based and designed to allow the residents to also be the eyes and ears of flight patterns and developments. LAWA should be requested to report to Council on the ways it utilizes all the information from these systems to address neighborhood complaints, and communicate with egregious violators. This report on VNY flight statistics should also include information on how LAWA works with the Federal Aviation Administration (FAA) to address these important local concerns.

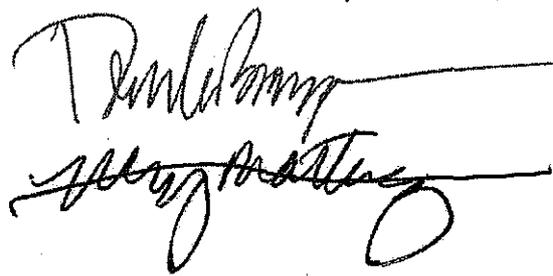
I THEREFORE MOVE that Los Angeles World Airports be requested to report within 30 days to Trade, Commerce, and Tourism Committee with information on flight statistics, regulations and noise levels out of Van Nuys Airport as well as a plan on how LAWA will promptly address community concerns.

PRESENTED BY:   
NURY MARTINEZ  
Councilwoman, 6<sup>TH</sup> District

SECONDED BY: 

MAR 27 2015





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