

CAC Meeting

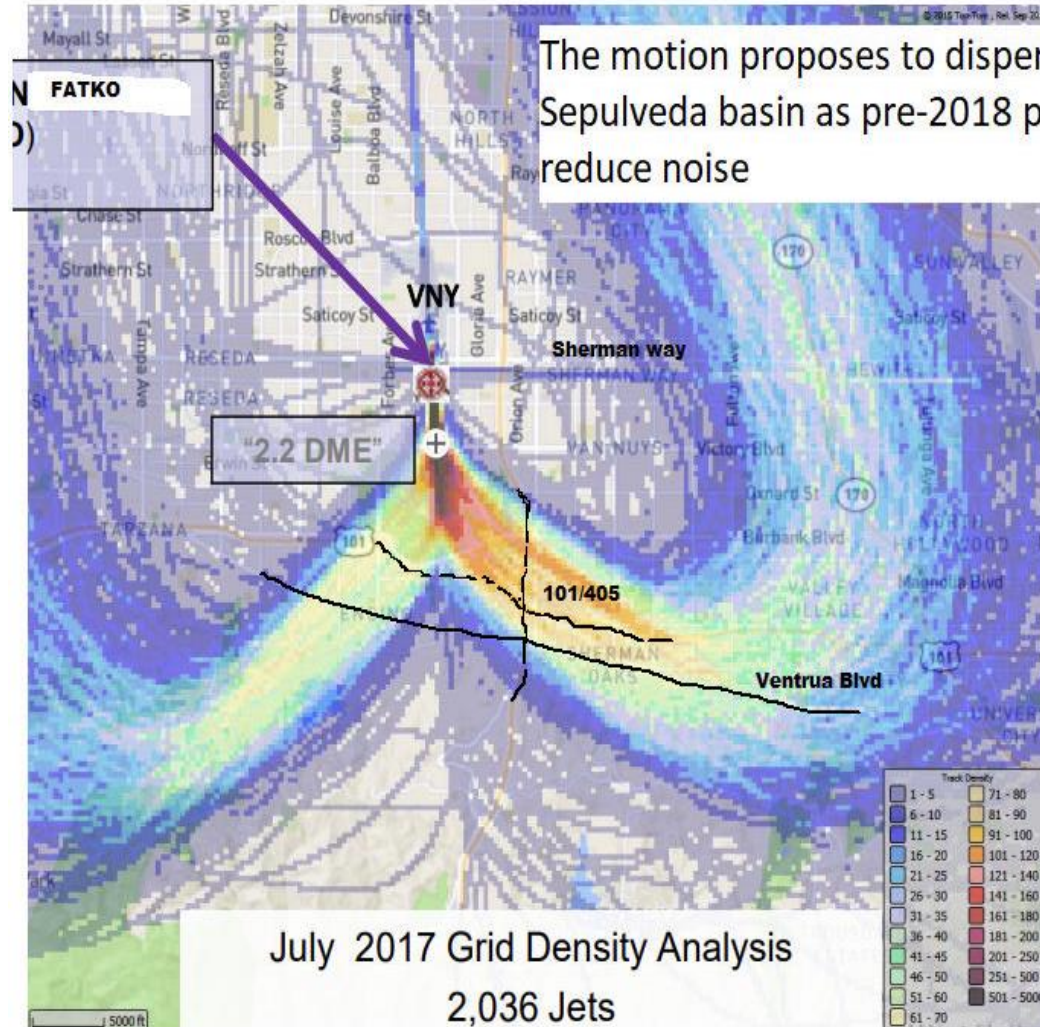
March 3, 2020

Agenda Item 3

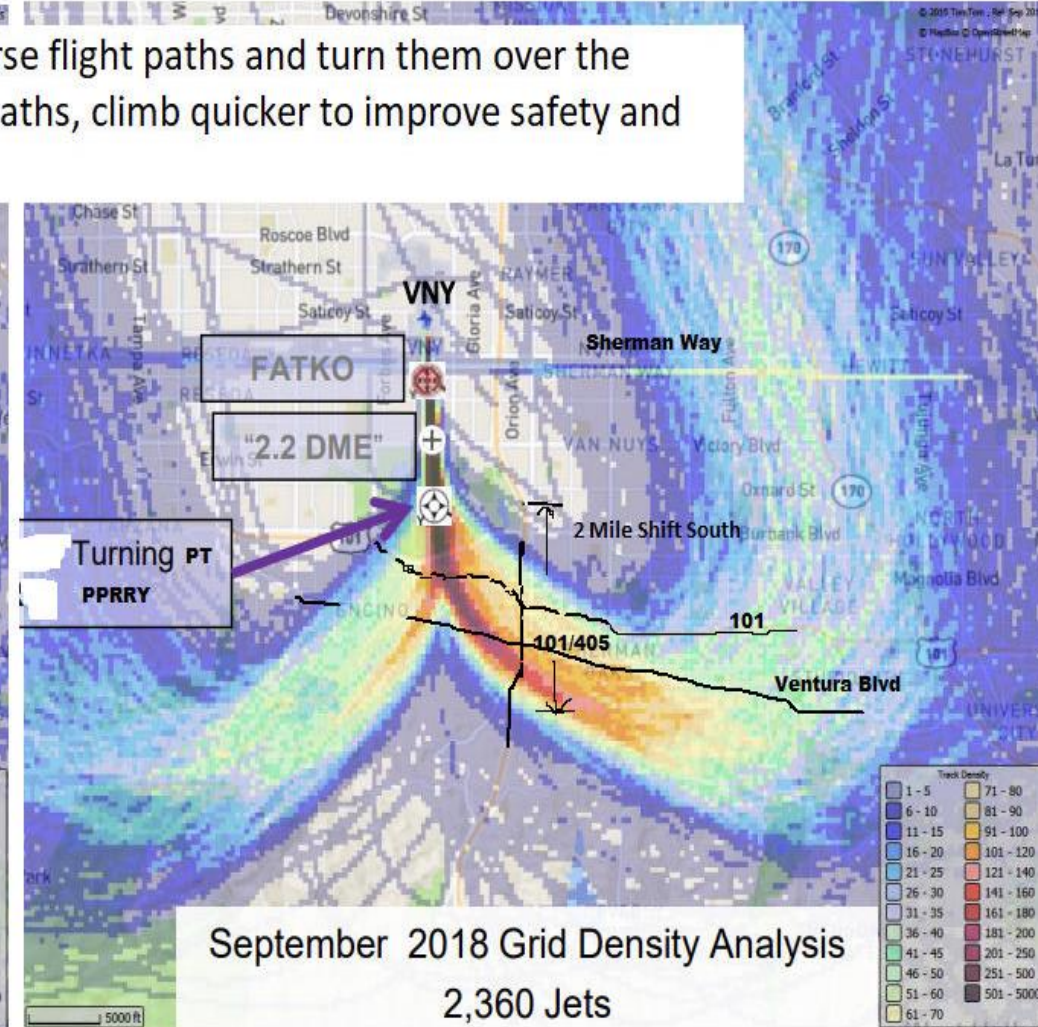
CAC Motion: Recommendation to the San Fernando Valley Noise Task Force

- As part of the agenda for its final scheduled meeting next month, the Taskforce and various elected officials have asked Citizen Groups to weigh-in with final comments and recommendations for their consideration based upon what's been discussed by the Taskforce over the past nine months.
- Clearly the facts speak to a need for action on behalf of the residents we represent who are neighbors of the Van Nuys airport. Since 2015, jet traffic is significantly up, night operations have grown, flight paths have migrated well beyond the Sepulveda Basin which long served as a non-populated turning corridor, and correspondingly, the number of noise complaints have jumped off the charts.
- What in sum is being put forth is a request for the FAA to immediately revert to historic flight paths at VNY just like was done when LAWA asked for such action in 2017, and in parallel, conduct a comprehensive environmental assessment in support of developing a more people-friendly long-term Metroplex solution.

CAC Motion



The motion proposes to disperse flight paths and turn them over the Sepulveda basin as pre-2018 paths, climb quicker to improve safety and reduce noise



CAC Motion

FAA-Responses-to-SSFVANTF_Final_Jan.-14-2020.pdf (page 18 of 19)

This is the FAA's answer to the Task Force questions in which they indicate the FATKO waypoint to be valid and appropriate for safe RNAV departure use and it provides the best tool the FAA has to disperse aircraft equitably with proper ATC vector training.

From May of 2017 to June of 2018 this procedure and training worked well averaging 25 complainers monthly compared to 380 since then.

25. Why did the FAA publish a new FATKO waypoint in 2017? Did the new FATKO waypoint provide the results expected?

FAA Response: The original procedure designs proposed for VNY, in the SoCal Metroplex project, included a specific turn and altitude at a waypoint near the current PPRRY. However, a Procedure Review Board determined these were not acceptable designs. The Procedure Review Board did approve a design that, by placing the FATKO waypoint directly over the south end of the runway, allowed for vectoring almost immediately after departure. FATKO worked as it was intended; however, LAWA determined that this allowed aircraft to turn earlier than what was prescribed in the VNY noise abatement procedures. In response, the FAA created the PPRRY waypoint as close as design criteria would allow – to where aircraft were previously turning – without violating minimum RNAV segment lengths.

CAC Motion

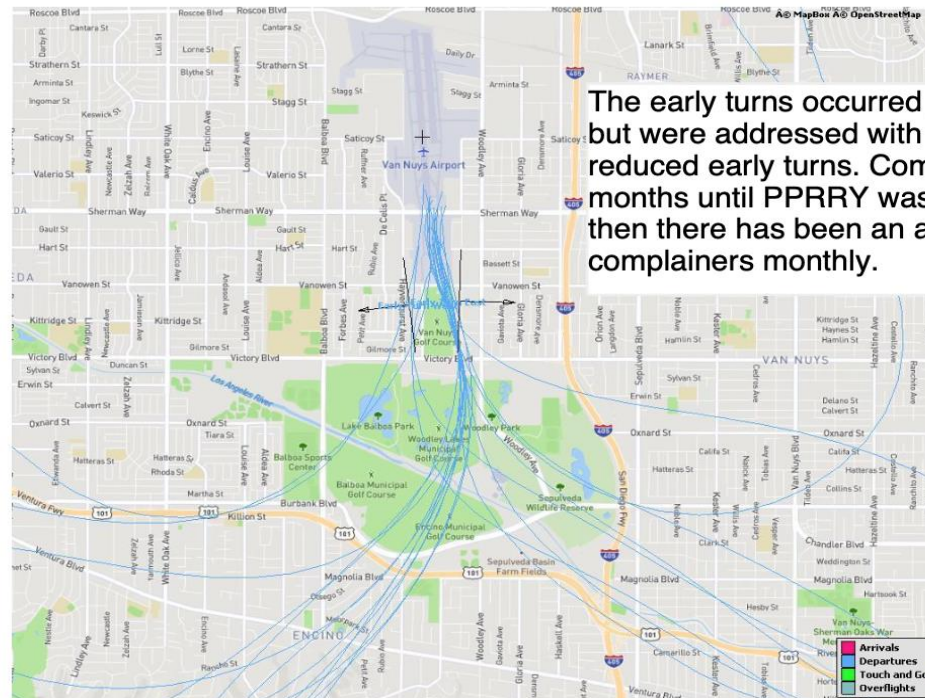
FAA and LAWA Collaboration



	Present	Interim	February 2018 (Tentative)
FAA	FAA WPR Office working with SoCal Metroplex Team – just completed redesign of 2 VNY RNAV departure procedures with a chart date of February 1, 2018	FAA implementing interim measures to address early turns – VNY ATCT training controllers to not turn aircraft until past Victory Blvd. Training completed August 21, 2017	FAA to publish two revised VNY SID procedures (WALKR and HARYS)
LAWA	LAWA encouraging FAA to implement interim measures quickly to address community concerns, especially if revision not published until February 2018	LAWA to work with the FAA and continue addressing community concerns; review potential impact on the VNY Quiet Jet Departure Program and the Friendly Flyer Awards Program	LAWA to continue monitoring VNY RNAV procedures and coordinate with the FAA as necessary

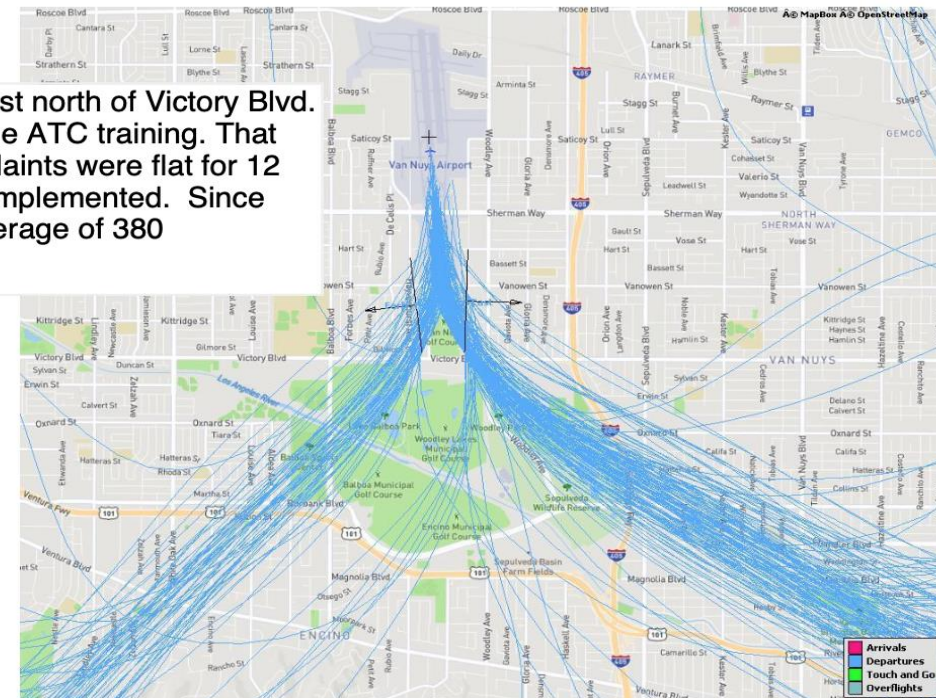
CAC Motion

Departure Early Turns Before and After Metroplex Implementation



June 2016
Before SoCal Metroplex Implementation

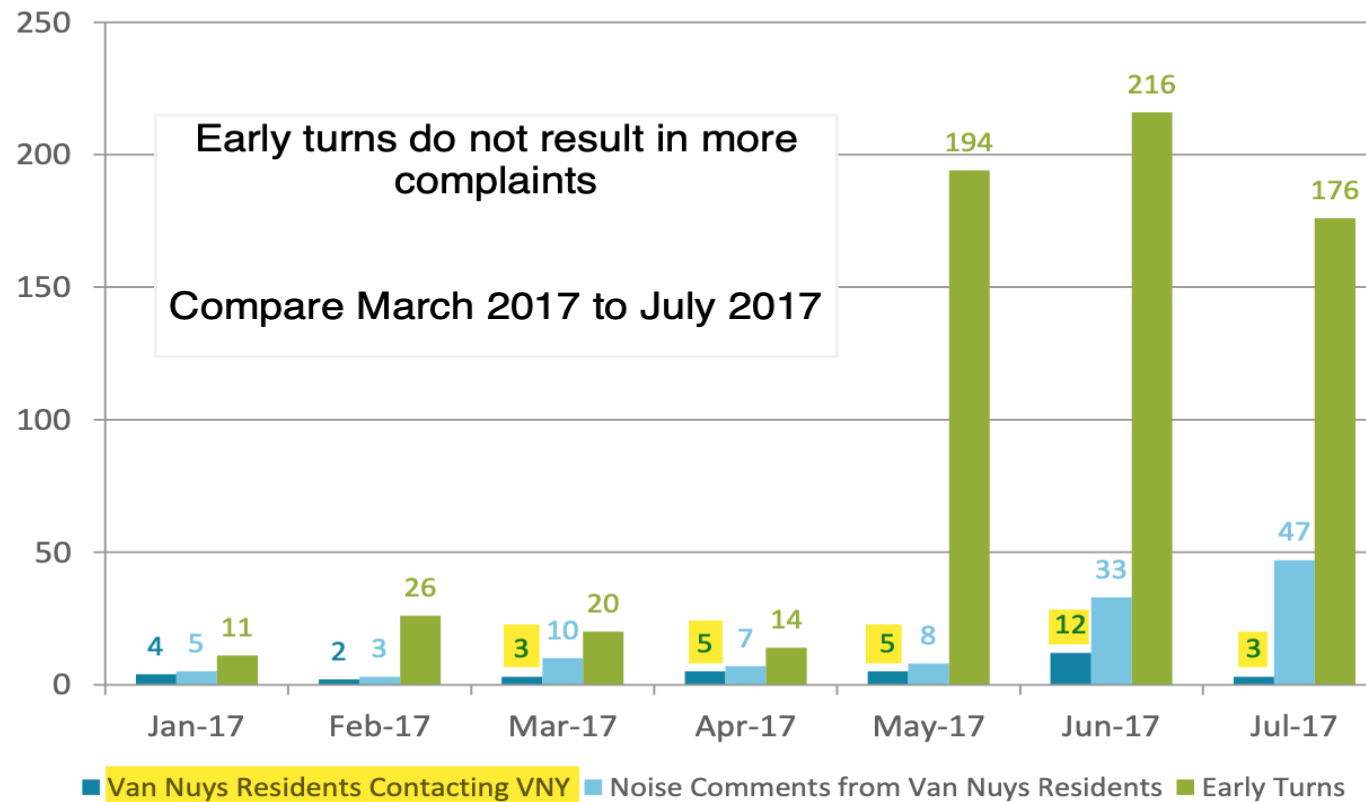
The early turns occurred just north of Victory Blvd. but were addressed with the ATC training. That reduced early turns. Complaints were flat for 12 months until PPRY was implemented. Since then there has been an average of 380 complainers monthly.



June 2017
After SoCal Metroplex Implementation

CAC Motion

Post-Metroplex Implementation – Increased Early Turns



- Significant increase in early turn departures from April to May 2017
- Three-fold increase in noise comments from Van Nuys residents from May to June 2017
- Early turns may impact VNY's Quiet Jet Departure Program and Friendly Flyer Awards Program

CAC Motion

VNY vs. BUR Comparisons (1)

“VNY is leading the way on disrupting the SFV”

		VNY		BUR
Annual Operations - 2019		212,000 (600/day)		146,000 (400/day)
Longest Runway Length		8001 ft.		6886 ft.
Total Aircraft Based at Field		678		85
# of Jets		234		45
# of Helicopters		52		8
Major Onsite FBO/MRO Facilities		Signature, Clay Lacey, Castle, Jet Aviation, Park & Gulfstream		Atlantic, Million Air, Leading Edge Avionics

(1) Sourced from AirNav.com, FAA ATADS, & HMM Consulting Reports

CAC Motion

- The motion is consistent with what is also being put forth by the Encino Neighborhood Council, expressed by multiple Valley Homeowners Associations, and articulated by several of our elected officials during the Taskforce meetings - "Immediately Revert and then Study"
- The motion is also consistent with prior motions that this Body and the LA City Council have already put forth to LAWA over the past two years - "Immediately Revert and then Study"
- The motion will also help provide the FAA with a path to help address the community's concerns about VNY without them having to face possible Legal Action as now being threatened by many grassroots organizations in conjunction with the City Attorney's Office or as independent plaintiffs.

Other Background Information

CAC Motion

VNY Noise Complaints (Sourced from VNY Aircraft Noise Community Response Reports)

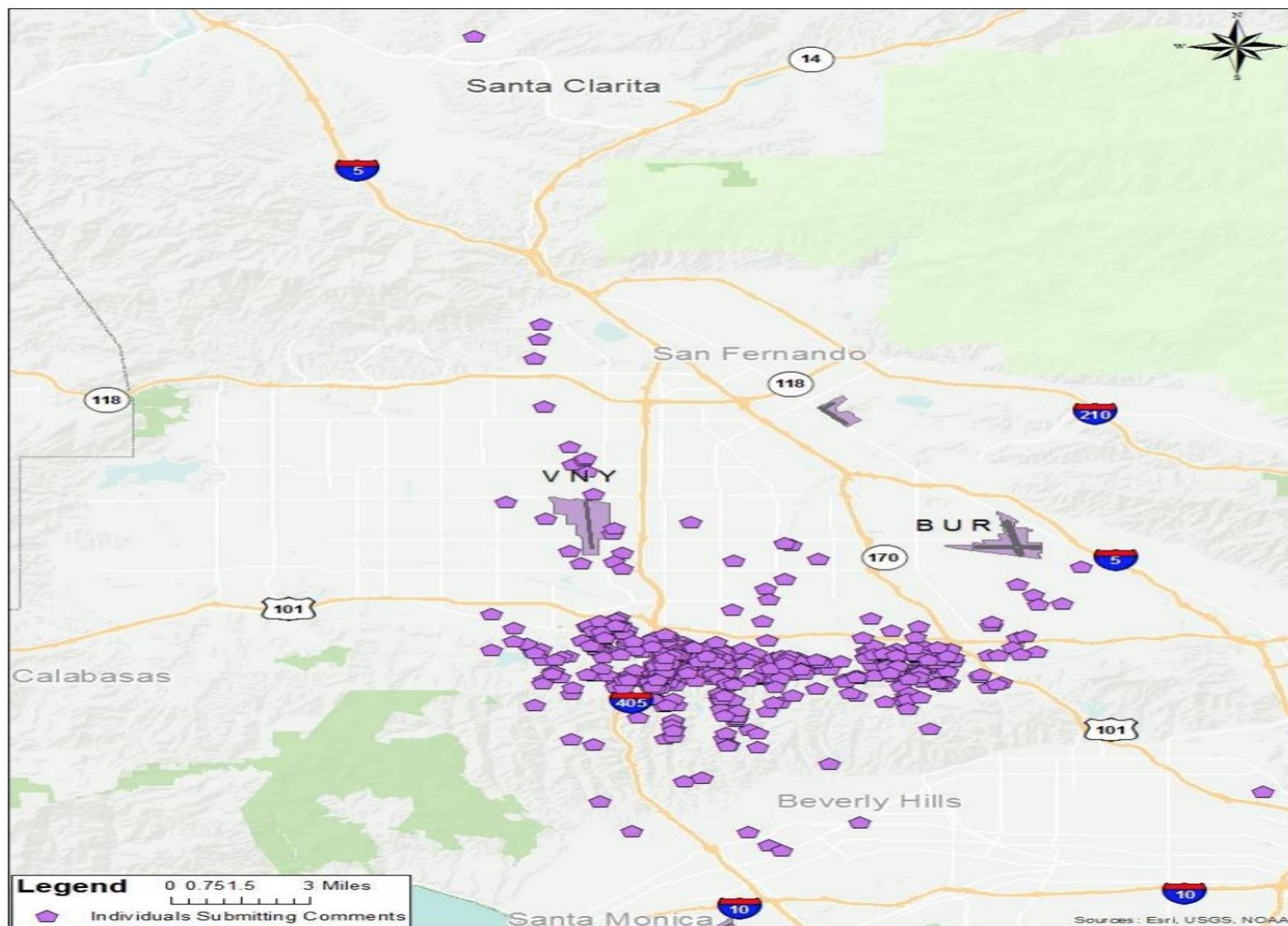
	2016 Complainers	2016 Complaints	2017 Complainers	2017 Complaints	2018 Complainers	2018 Complaints	2019 Complainers	2019 Complaints
Jan.	13	19	17	23	14	192	282	14,977
Feb.	16	22	17	28	23	244	309	17,849
March	18	42	21	55	24	132	437	27,879
April	11	128	23	55	26	102	509	41,370
May	16	104	24	54	25	217	490	36,541
June	19	172	27	104	31	158	420	28,619
July	19	179	16	96	22	201	375	24,687
Aug.	12	17	26	190	41	285	353	23,712
Sept	23	44	25	152	69	1,810	380	26,606
Oct.	21	53	19	171	130	6,329	374	19,436
Nov.	17	24	22	165	161	7,947	311	20,155
Dec.	10	15	7	94	244	11,433	320	20,102
Totals	195	819	244	1,187	810	29,050	4,560	301,933
Avg / Month	16	68	20	99	68	2,421	380	25,161



Aircraft Noise Community Response Report
Complaint Distribution by City and Complainant
 Van Nuys Airport

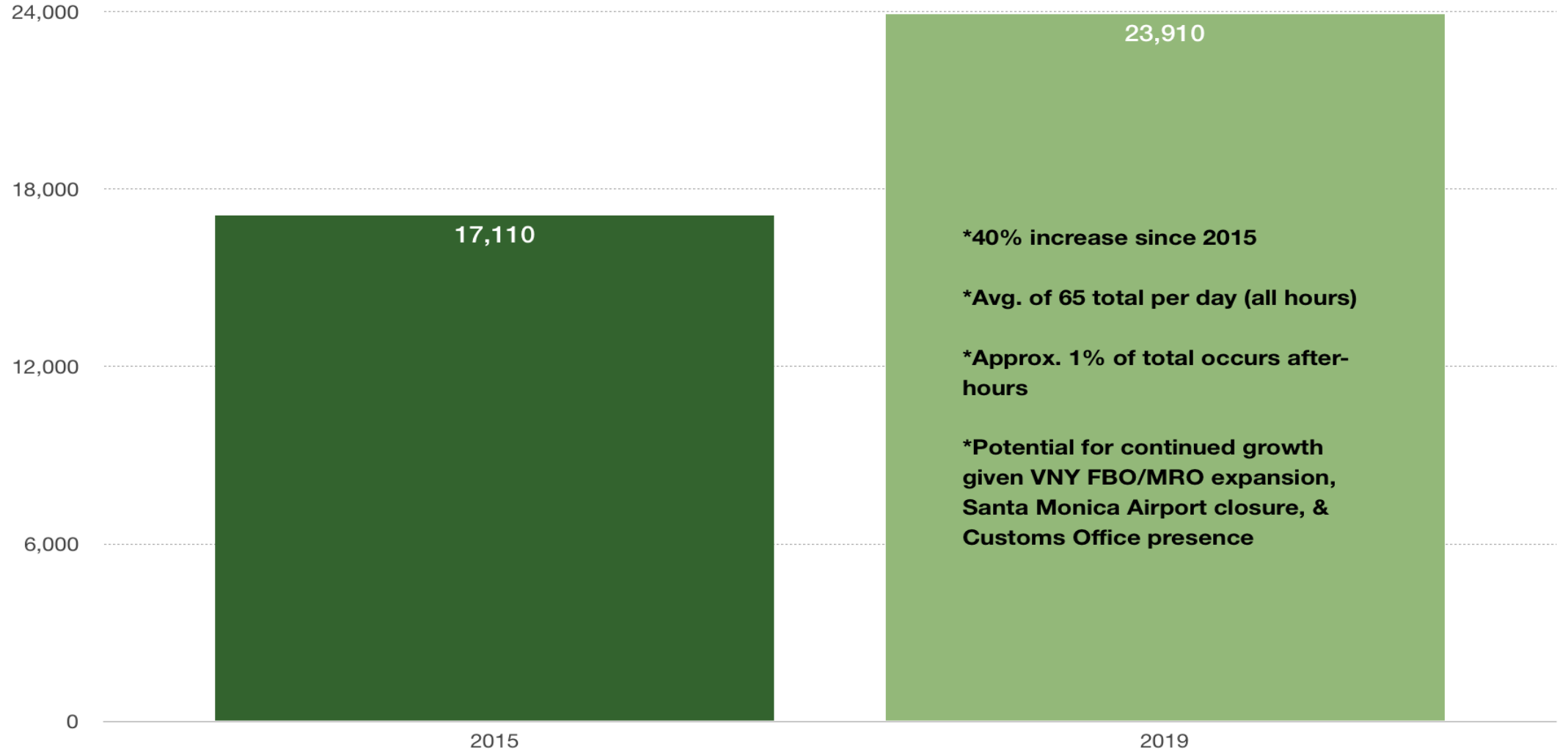
Period : July 2017

City	Individuals	Complaints	Percentage of Complaints**
Culver City	1	1	1%
Granada Hills	1	2	2%
Inglewood	1	9	9%
Lake Balboa	2	6	6%
North Hills	2	9	9%
Pacioma	1	1	1%
Redondo Beach	1	1	1%
Sherman Oaks	3	20	21%
Simi Valley	1	1	1%
Van Nuys	3	47	48%
TOTAL	16	97	0 10 20 30 40 50 60 70 80 90 100

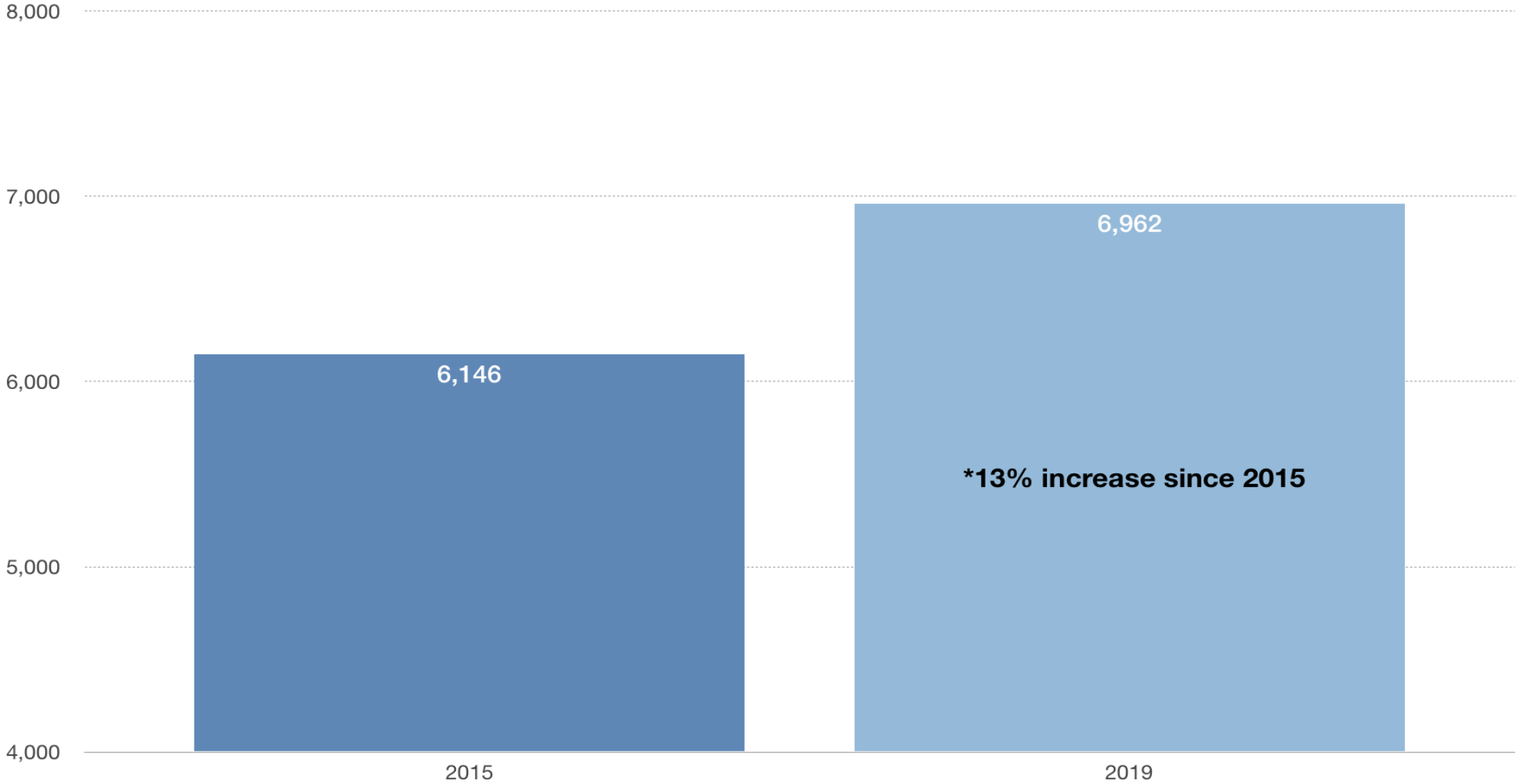


The map above shows the monthly individual locations. Some locations are outside of the map boundary.

Annual “Southerly” Jet Departures from VNY (Sourced form VNY Quiet Departure Reports)



VNY “After Hours” Operations (Sourced from VNY TCOM Reports)



Avg. Monthly Early Turns vs. Complainants (Jan to April vs. May to Aug 2017)

