

Observations on Issues Relative to a Contemplated Voluntary Curfew at VNY

Prepared for

**Van Nuys Airport Citizens Advisory Committee,
Ad Hoc Committee Considering the
Imposition of a Voluntary Curfew**

by

Robert L. Rodine
Principal/Consultant
The Polaris Group

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THE POLARIS
G R O U P
FINANCIAL CONSULTING
14649 TUSTIN STREET
SHERMAN OAKS, CA 91403
818-789-7319

**Observations on Issues Relative to a
Contemplated Voluntary Curfew at VNY
(Sep 6, 2019 Version)**

This is a statement relative to the Data and Analyses presented for discussions at the Ad Hoc Committee of the VNY Citizens Advisory Council regarding evaluation of a voluntary overnight curfew at VNY.

All data used in the analyses Contained herein are based solely on publicly available source data.

It is essential, before giving any consideration to the proposed Curfew, that the problem driving the proposal be thoroughly examined. The proposed curfew has been suggested as a reliable fix to the problem exclusively in the context of the realities.

1. The public visiting meetings of the VNY CAC have expressed serious concern about turbine aircraft noise. Three primary issues are, in this case, causal to the perception of aircraft noise.
 - A. Numbers of turbine operations. During 2018, the last year of the recovery from the Recession that actually began at VNY in 2006, Turbine Operations were 17% higher than in 2017. **That dramatic increase is undoubtedly contributory to the perception of noise problem, because the community had lived in an environment of turbine operations reduced by 30% during the recession for 11 years.**
 - B. Departure Routes. There appear to have been some changes in patterns flown on departure, (See CAC 8/6/19 LAWA Request: Potential VNY (PPRRY) Replacement SIDs. This gives traffic spread and appears to have been effective since June 2019.
 - C. Night time ops. LAWA Total Ops 2018 262903. The public have used this value to assess their local noise exposure daily and nightly. This produces a fallacious accounting of Turbine Aircraft overflights. The actual 2018 count of Turbine operations was 58,036. And to assess the impact of Turbine Aircraft departures one needs to reference that statistic which is reported by LAWA to be 2,338 departures exclusive of Medical flights. **An attached analysis gives a clear and accurate assessment of the real circumstance of Turbine overflights from VNY. That analysis demonstrates that the average daily exposure to overnight overflights is 2.7 departures per overflight area.** Examining nighttime departures indicates that more than half of the flights occur during the first hour of the period and the last hour of the period, indicating that 1.4 flights, per overflight area occur in the middle of the night.
2. The current mandatory nighttime curfew at VNY bans aircraft departures of with Part 36 departure levels >74 dbA. A State of California chart of Comparative Noise Levels notes two important facts. Normal Speech is approximately 70 dbA, and, an increase of 3 dbA is “barely perceptible to the human ear.” Thus there should be very minor community noise disturbance from nighttime departures given the current curfew limit of <74dbA. This level was set with community participation as part of a Part 150/161 process.
3. Voluntary Total Curfew. The VNY Curfew has exemptions for Military, public safety, and air ambulances. These departures must be exempt from a voluntary curfew. It must also be noted that 50% of nighttime departures occur in the first and last hour of the curfew period, they must be considered to be of low impact on sleep periods. The net of the exemptions and marginal hour

departures amount to 59.2% of nighttime departures and further diminish the yield of the proposed curfew. Additionally after hours departures are not capriciously undertaken, and are driven, for the most part, by important business needs. In the face of the voluntary nature of the curfew, and the key driver of these departures being important business needs, there is significant for very little broad adoption of the curfew. There is one last element of a voluntary curfew that I believe the community doesn't appreciate. If such a curfew is adopted, it is only natural to expect broad adherence. If acceptance of the voluntary curfew is weak, this will be to the serious discredit of all involved.

The Impact of Origin and Destination on Overnight Departures

The impact of **origin and destination on after hours departures, is important at VNY, more so than at TEB**. A table of world around destinations and was built based on time to depart to permit arrival at business destinations given arrival times of 9:00A and 6:00P for both TEB and VNY. This table and accompanying schedule of computation factor, demonstrates the above observations. At TEB the picture of is different, and that difference shows very good reason that TEB as a weak comparable airport for purposes of examining an overnight curfew.

The Voluntary Curfew Proposal

Operations at TEB highlight why TEB is a poor choice as a comparable airport, except for the fact that they have a badly needed overnight voluntary overnight Curfew. A vast part of the argument for an overnight curfew at VNY based on TEB omits the relative noise issues at the two airports. There is a vast difference between the tempo of operations at TEB (141,000 annually at TEB and 58,000 at VNY.) TEB has two runways servicing Business Jets, and VNY has just one. But a major difference can be seen in the noise profiles of the two airports. The maximum daytime departure noise level is 90/95 dbA at TEB, and just 77 at VNY, or 2.8 times more noise at TEB than is experienced at VNY. Nighttime noise level allowed at TEB is also higher than that allowed at VNY (TEB 80 dbA vs. VNY 73.9 dbA respectively,) and that makes TEB 1.2 times noisier than VNY. VNY is one of the few airports in California that complies with the state noise code, but TEB would have real difficulty getting a variance for their noise production. That is very compelling reason for their curfew, especially when one considers their tempo of operations.

In the Voluntary Curfew proposal, a landmark study of noise generally, presented an updated Version of the Schultz Curve. It suggested that the curve demonstrated the need for a Voluntary Curfew. However, the presentation omitted the fact that Dr. Schultz's work, the most widely regarded work noise work, demonstrated the fact that there is a vast difference among people relative to their noise sensitivity. Dr. Schultz's 1978 work indicated that 12.5% the public complained of irritation from noise at 65 dbA. The later work cited in the Voluntary Curfew Proposal that 12.5% should be increased to 20%. At issue is an increase of 7.5%, but what is most important is the fact that that noise level remains at 65 dbA, a level just above the level of speech. If 20% of the population complains at 65dbA that indicates that at that level 80% of the population is indifferent to noise at what is virtually the level of speech. Emphasizing this point, and validating it, was a 1997 study done by an independent consulting firm that studied of people's perceptions of aircraft noise all across the Valley. In that study, it was noted that citizens randomly selected all across the Valley rated aircraft noise as falling below the indifference level in all Council Districts except one bordering on Burbank Airport, and in that District they reported a level that was .17 (3.4%) above the indifference level.

Another very notable difference not noted in the Voluntary Curfew argument relative to TEB is that TEB has 116 based "jet airplanes," vs. 185 (2017 Data) at VNY. That suggests that TEB has a very high level

of itinerant operations, and the unfamiliarity of pilots from outside the area might contribute to the issue causing the Airport to have adopted a voluntary curfew.

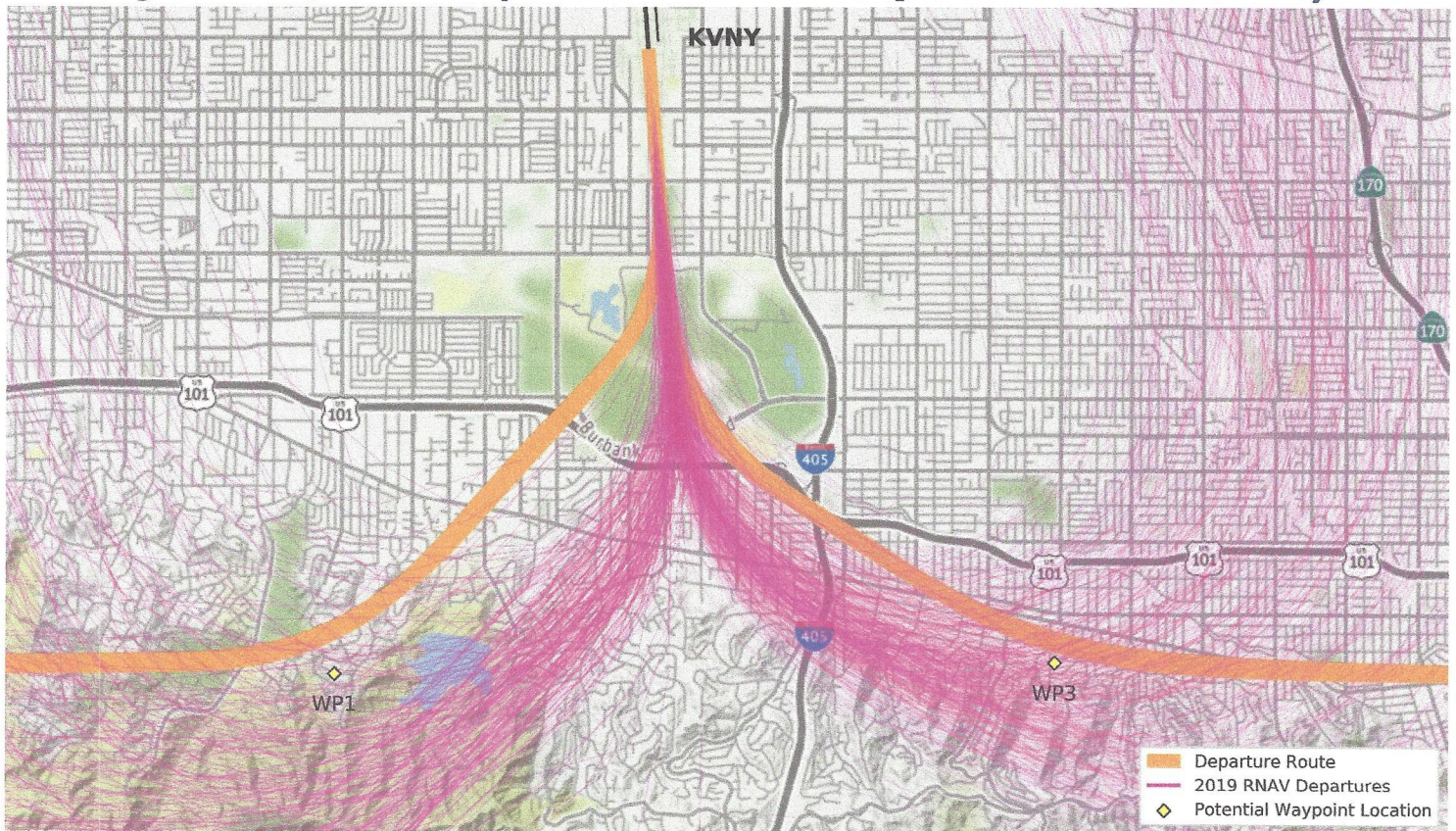
Summary

It is clear that the issue of comparability between TEB and VNY as, justification for a Voluntary Curfew is not sufficiently strong to support the argument.

There are alternatives for alleviating the conditions about which complaints have been registered in the hands of the VNY CAC. While the VNY CAC has gone to its limit in causing changes to alter departure routes, we continue to support that effort, and will continue to do so, just as has BUR and many home owners groups in the area. But I have suggested in the past and continue to do so, that affected persons seek out temporary measures. The cheapest and simplest, protection from sleep intrusion is quality ear plugs. White noise can also be helpful. Other more drastic measures including double glazed windows, and for those persons with serious conditions there is increased home insulation such as was provided in Burbank some years ago, airway vent baffles and modified air conditioning and heating systems designed to impede noise intrusion. I, as a result of chemotherapy suffered from insomnia and was forced to use a physician prescribed sleep aide. I don't recommend that path due to the temporary after effects.

I strongly recommend that my colleagues on the CAC reject the Voluntary Curfew in large measure because I don't believe that it will the expected and bring sufficient relief, if any, to the public and they will accuse us of having sold them "a bill of goods." Thank you.

May 1-14, 2019 (Simulated Departure Tracks)



NOTE: The orange lines, and their width, are for reference only and are not intended to depict a flight corridor or boundary

Los Angeles World Airports (LAWA)
Traffic Comparison (TCOM)
Van Nuys Airport
Calendar YTD January to December

01/24/2019, 11:19 AM

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	Dec-2018	Dec-2017	% Change	Jan-2018 to Dec-2018	Jan-2017 to Dec-2017	% Change
<u>Passenger Traffic Totals</u>						
Domestic	0	0	0.00 %	0	0	0.00 %
International	0	0	0.00 %	0	0	0.00 %
Total	0	0	0.00 %	0	0	0.00 %
<u>Domestic Passengers</u>						
Scheduled Carriers	0	0	0.00 %	0	0	0.00 %
Commuter Carriers	0	0	0.00 %	0	0	0.00 %
Charter Carriers	0	0	0.00 %	0	0	0.00 %
Total	0	0	0.00 %	0	0	0.00 %
<u>International Passengers</u>						
Miscellaneous	0	0	0.00 %	0	0	0.00 %
All Other Terminals	0	0	0.00 %	0	0	0.00 %
Total	0	0	0.00 %	0	0	0.00 %
<u>US Customs Arrivals by Terminal</u>						
Miscellaneous	0	0	0.00 %	0	0	0.00 %
All Other Terminals	0	0	0.00 %	0	0	0.00 %
Total	0	0	0.00 %	0	0	0.00 %
<u>Air Cargo (Tons)</u>						
Mail	0	0	0.00 %	0	0	0.00 %
Freight	0	0	0.00 %	0	0	0.00 %
Total	0	0	0.00 %	0	0	0.00 %
<u>FAA Aircraft Movement</u>						
Air Carrier	6	2	200.00 %	196	58	237.93 %
Air Taxi	2,209	1,935	14.16 %	27,365	20,384	34.25 %
General Aviation	17,179	15,974	7.54 %	227,599	203,416	11.89 %
Military	54	34	58.82 %	695	540	28.70 %
Total	19,448	17,945	8.38 %	255,855	224,398	14.02 %
<u>After Hours Operations</u>						
Total	483	593	-18.55 %	7,048	6,925	1.78 %
<u>Total FAA and After Hours Operations</u>						
Total	19,931	18,538	7.51 %	262,903	231,323	13.65 %

VNY After Hours Departures and Area Overflight Analysis

Deps	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Tots
2200-2300	40	46	41	35	38	46	26	37	36	41	39	30	455
2300-2400	28	26	30	18	27	35	24	27	25	26	31	21	318
2400-0100	12	8	11	20	18	10	15	15	14	16	14	18	171
0100-0200	12	12	17	11	12	8	16	11	15	12	10	12	148
0200-0300	8	9	11	18	10	5	8	10	12	11	9	6	117
0300-0400	14	7	9	7	9	2	9	8	3	9	3	11	91
0400-0500	20	7	9	11	6	7	16	12	11	9	7	9	124
0500-0600	31	31	28	26	32	22	19	20	26	22	18	23	298
0600-0700	89	80	72	55	80	43	66	88	65	78	68	68	852
Check Tot	254	226	228	201	232	178	199	228	207	224	199	198	2574
Less Meds	-34	-17	-16	-19	-15	-12	-16	-21	-23	-15	-21	-27	-236
Tot Contr	220	209	212	182	217	166	183	207	184	209	178	171	2338

Total Controllable Turbine Ops	58036	After hours Pctage	5532	0.09532	Plus Uncontrollable	-447	0.103022
Total Ops	262903	After hours Pctage	7048	0.026808			
Pist & Other Ops	204867	After hours Pctage	1516	0.0074			

Departures Only

Controllable Deps Per Year	2338	Daily=	6.41	No./So. Mix =	15%/85%	South =	5.44
Left Hand/Right Hand Traffic [East/West Departure Routing]							50.00% Each
Over Flts/Departure Route					2.7		

Left Hand/Right Hand Traffic [East/West Departure Routing]

Over Flts/Departure Route

2.7

50.00% Each

Time Distribution of Nighttime Ops

	Ops	%
First Hour of the Proposed Curfew Period	455	
Last Hour of the Proposed Curfew Period	<u>852</u>	
	1307	50.8%
Total Ops During Proposed Curfew Period	2574	
During Other Hours of Proposed Curfew	1267	49.2%



LOUDNESS COMPARISON CHART (dBA)

Common Outdoor Activities

Noise Level (dBA)

Common Indoor Activities

Jet Fly-over at 1000 ft	110	Rock Band
Gas Lawn Mower at 3 ft	100	
	90	Food Blender at 3 ft
Diesel Truck at 50 ft at 50 mph	80	Garbage Disposal at 3 ft
Noisy Urban Area, Daytime	70	Vacuum Cleaner at 10 ft
Gas Lawn Mower at 100 ft		Normal Speech at 3 ft
Commercial Area	60	
Heavy Traffic at 300 ft		Large Business Office
Quiet Urban, Daytime	50	Dishwasher Next Room
Quiet Urban, Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban, Nighttime	30	Library
Quiet Rural, Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

An increase of 3 dBA is barely perceptible to the human ear.



Time of Departure Computation Chart

From To	VNY TEB	VNY TEB	VNY London	VNY London	VNY Tokyo	VNY Tokyo	VNY Singapore	VNY Singapore	TEB VNY	TEB VNY	TEB London	TEB Tokyo	TEB Tokyo	TEB VNY	TEB Athens	TEB Singapore	TEB Athens
Via Distance	2448.34	2448.34	5452.3	5452.3	5463.24	5463.24	5463.24	5463.24	2448.34	2448.34	3463.4	3463.4	2448.34	2448.34	4806.23	4806.23	4806.23
Via Distance	4.186628	4.186628	9.323358	9.323358	9.342066	9.342066	9.342066	9.342066	4.186628	4.186628	5.922367	5.922367	4.186628	4.186628	8.218588	8.218588	8.218588
Via Air Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.62512	9.62512	9.62512
Via Air Time	4.186628	4.186628	9.323358	9.323358	9.342066	9.342066	9.342066	9.342066	4.186628	4.186628	5.922367	5.922367	4.186628	4.186628	17.84371	17.84371	17.84371
Tot Air Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Refuel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Cust/Com Time	0	0	2.5	2.5	3.5	3.5	3.5	3.5	0	0	2.5	2.5	3.5	3.5	3	3	3
Total Travel Time	4.186628	4.186628	11.82336	11.82336	12.84207	12.84207	12.84207	12.84207	4.186628	4.186628	8.422367	8.422367	18.02869	18.02869	21.84371	21.84371	21.84371
Adjusted Tvl Time Hrs.*	4.25	4.25	12.3	12.3	13	13	13	13	19	19	9	9	18	18	22	22	22
Arr Time	900	1800	900	1800	900	1800	1800	1800	900	1800	900	1800	900	1800	900	1800	1800
1	8	17	8	17	8	17	8	17	8	17	8	17	8	17	8	17	8
2	7	16	7	16	7	16	7	16	7	16	7	16	7	16	7	16	7
3	6	15	6	15	6	15	6	15	6	15	6	15	6	15	6	15	6
4	5	14	5	14	5	14	5	14	5	14	5	14	5	14	5	14	5
5	4	13	4	13	4	13	4	13	4	13	4	14	4	13	4	14	4
6	3	12	3	12	3	12	3	12	3	12	3	13	3	12	3	13	3
7	2	11	2	11	2	11	2	11	2	11	2	12	2	11	2	12	2
8	1	10	1	10	1	10	1	10	1	10	1	11	1	10	1	11	1
9	24	9	24	9	24	9	24	9	9	9	24	10	24	9	24	10	24
10	23	8	23	8	23	8	23	8	8	8	23	23	23	8	23	9	23
11	22	7	22	7	22	7	22	7	7	7	22	22	22	7	21	8	21
12	21	6	21	6	21	6	21	6	6	6	21	21	21	6	20	7	20
13															19	6	19
14															18	5	18
15															17	4	17
16															16	3	16
17															15	2	15
18															14	1	14
19															13	24	13
20															12	23	12
21															11	22	11
22															10	21	10

Time Difference

Dest to Local

Local Time of Departure

-3	-3	-8	-8	-8	16	16	16	15	15	3	3	5	5	13	13	12	12
2	11	13	22	22	13	22	22	12	12	8	17	5	15	4	13	22	9

Distance/Time Comparisons VNY and TEB

G 550 NBAA Theoretical Range= 6750 Naut Mi 12501 Kilometers " @ .80 Mach

Mach/MPH Conversion

Mach 1 = 731 Stat MPH G 550 Speed = Mach 0.85 621.35 MPH

NM = 1.151 Statute Miles 5864.466 Stat Mi.

.8 Mach = 584.8

NBAA Spd 0.8

Gulfstream G550

Business jet

Gulfstream G550™ Large Cabin

Proven performance. With robust capabilities, flexible configurations and the maximum payload in its class, the G550 propels your mission.

6,750 NM (12,501 km) Maximum Range³

UP TO 4 Living Areas

0.885 Maximum Mach

¹NBAA IFR theoretical range at Mach 0.85 with 8 passengers, 4 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

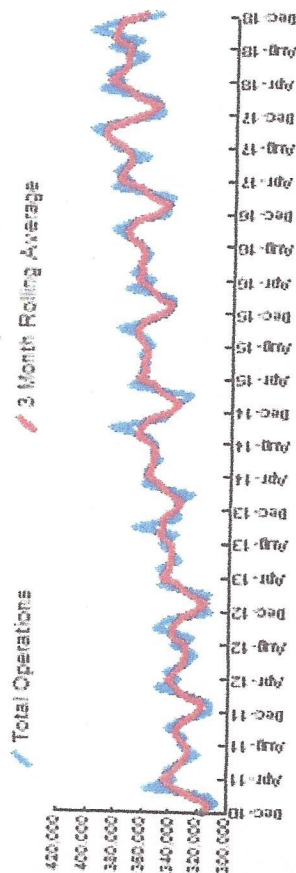
²NBAA IFR theoretical range at Mach 0.85 with 8 passengers, 3 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

³NBAA IFR theoretical range at Mach 0.80 with 8 passengers, 4 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

⁴NBAA IFR theoretical range at Mach 0.80 with 4 passengers, 2 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

⁵NBAA IFR theoretical range with 8 passengers, 4 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors. ⁶NBAA IFR theoretical range with 8 passengers, 3 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors. ⁷NBAA IFR theoretical range with 4 passengers, 2 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

1. Total Business Jet Operations

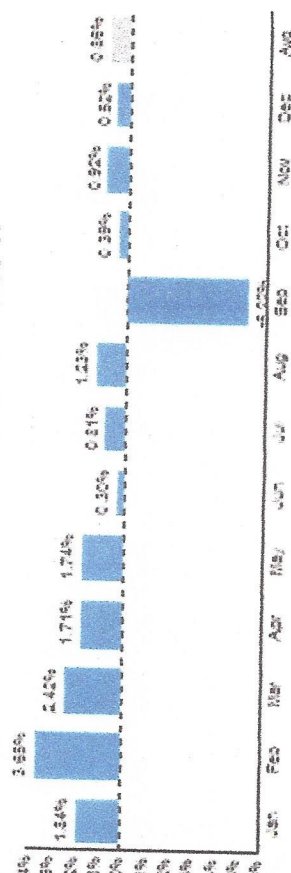


Source: ETMSC

Note: Operations refer to arrivals and departures.

2. Year Over Year Change in Business Jet Operations

Jan 18 - Dec 18 vs. Jan 17 - Dec 17



Source: ETMSC

3. Monthly Trends

Month	Total			Domestic			International		
	2018	2017	2017	2018	2017	2017	2018	2017	2017
Jan	353,994	347,614	1.84%	297,162	291,776	1.85%	56,832	55,838	1.78%
Feb	355,904	343,368	3.65%	300,924	289,696	3.88%	54,980	53,672	2.44%
Mar	395,808	386,464	2.42%	329,128	322,960	1.91%	66,680	63,504	5.00%
Apr	380,586	374,200	1.71%	320,610	313,684	2.21%	59,976	60,536	-0.93%
May	391,594	384,882	1.74%	330,942	324,304	2.05%	60,652	60,578	0.12%
Jun	376,430	375,268	0.30%	316,182	315,106	0.34%	60,248	60,182	0.11%
Jul	384,714	361,778	6.36%	307,720	304,052	1.21%	56,994	57,726	-1.27%
Aug	390,592	365,844	6.71%	335,052	330,508	1.37%	55,540	55,336	0.37%
Sep	367,528	387,788	-5.22%	315,776	335,710	-5.94%	51,752	52,078	-0.63%
Oct	402,306	400,728	0.39%	347,322	345,830	0.43%	54,984	54,898	0.16%
Nov	387,060	383,546	0.92%	326,598	325,046	0.48%	60,462	59,500	1.63%
Dec	353,958	352,114	0.52%	296,694	295,048	0.56%	57,264	57,066	0.35%
Total	4,520,474	4,483,614	0.82%	3,824,110	3,793,700	0.80%	696,364	689,914	0.93%

4. Overall Trends (Calendar Year)

Year	Total			Domestic			International		
	Operations	Change	Operations	Change	Operations	Change	Operations	Change	Operations
2005	4,727,826		4,191,692		536,134				
2006	4,745,746	0.38%	4,186,505	-0.60%	579,240	8.04%			
2007	4,824,960	1.67%	4,180,510	0.34%	644,450	11.28%			
2008	4,291,104	-11.06%	3,681,606	-11.93%	609,498	-5.42%			
2009	3,449,204	-19.62%	2,929,476	-20.43%	519,728	-14.73%			
2010	3,642,314	11.40%	3,212,132	9.65%	530,182	21.25%			
2011	3,955,400	2.94%	3,323,596	3.47%	631,804	0.26%			
2012	3,982,236	0.68%	3,315,438	-0.25%	666,798	5.54%			
2013	4,072,848	2.28%	3,394,942	2.40%	677,906	1.67%			
2014	4,235,910	4.00%	3,527,038	3.89%	708,872	4.57%			
2015	4,291,174	1.30%	3,605,060	2.21%	686,114	-3.21%			
2016	4,349,740	1.36%	3,667,338	1.73%	682,402	-0.54%			
2017	4,483,614	3.08%	3,793,700	3.45%	689,914	1.10%			
2018*	4,520,474		3,824,110		696,364				

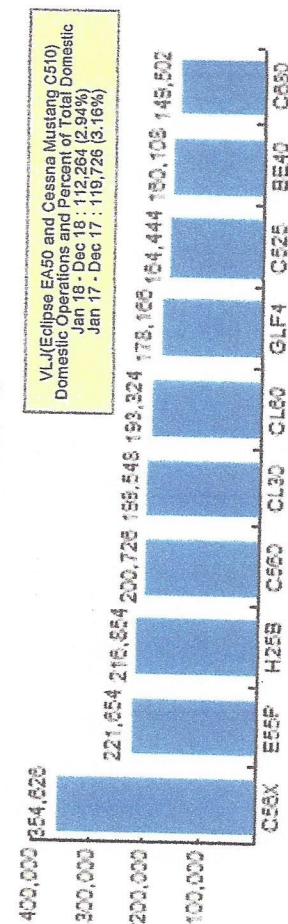
* - Year to date

Source: ETMSC

Note: International flights include US to Foreign, Foreign to US and all foreign operations.

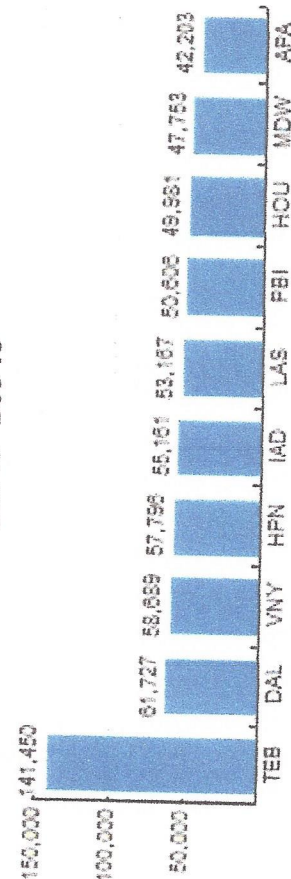
5. Top Ten Aircraft for Domestic Business Jet Operations

Jan 18 - Dec 18



6. Top Ten Airports for Domestic Business Jet Operations

Jan 18 - Dec 18



Airport Risk Analysis

High density IFR operations, complex departure procedures, some arrivals involve visual maneuvering around obstacles.

Noise Considerations

From the Gulfstream Noise Information Manual: "A voluntary ban on all Stage 2 aircraft operations at all times is in effect. Runway 24 is the noise sensitive runway, and noise violations are issued to aircraft that exceed the noise limit by 1 dB on departure. A noise violation lasts for two years, and if an aircraft received three violations in a two year period, that aircraft will be banned permanently from the airport. Additionally, a voluntary ban on all non-essential operations between 2300 – 0600 local is in effect. Gulfstream recommends that Quiet Flying procedures are used at all times for both arrivals and departures."

departure noise limit of" [is in effect]:"

- 80.0 dB(A) from Runway 24, during 2200 – 0700 local
- 90.0 dB(A) from Runway 24, 0700 – 2200 local *
- 95.0 dB(A) for Runways 01, 19 and 06, at all times.

The airport publishes 2300, not 2200.

Note: the Teterboro Airport Quiet Flying Program provides for two exceptions to the Runway 24 noise restriction:

- If Runway 19 is officially closed, by NOTAM, the applicable maximum noise level for Runway 24 shall be 95 dB(A).
- If the cross-wind component existing at the time of an intended Runway 19 takeoff exceeds the maximum allowable cross-wind component as listed in the operator's handbook for the aircraft being used, the applicable maximum noise level for Runway 24 shall be 95 dB(A).

There is a third exception. From the Teterboro Noise Abatement Manager:

- Pilots can request a flight test, or "noise plot", for the purpose of evaluating their noise abatement procedures. Pilots can use plots for two different departures without the risk of a noise violation if they exceed the noise limit. To request a plot simply contact the Noise Office at (201) 393-0399 or noiseoffice@teb.com prior to departure. You can also contact the Ops department. Noise Office staff will contact you with your noise reading within 1-2 business days. After the first two plots, pilots can continue to request plots for their own information (since aircraft performance varies based on atmospheric conditions and weight) although they will be subject to a violation if they exceed the limit.

Teterboro is also pretty good about updating its information here:

<https://whispertrack.com/airports/KTEB> (<https://whispertrack.com/airports/KTEB>).

G450 Notes

Note that a G450 Stage IV levels are:

- 89.5 EPNdB Lateral/Full Power
- 92.3 EPNdB Approach
- 76.2 EPNdB Flyover

Gulfstream no longer offers specialized noise abatement procedures for U.S. aircraft, but they do have an excellent JAA procedure that may be of use to you.

See: G450 Noise Abatement Procedures ([450_noise_abatement_procedures.htm](#)).

G450 may or may not trip the noise sensors, depending on weight and

DTHR.

Runway 6/24

Dimensions: 6013 x 150 ft. / 1833 x 46 m

Surface: asphalt/grooved, in good condition

Weight bearing capacity: PCN 35 /F/C/X/T

Single wheel: 50.0

Double wheel: 100.0

Runway edge lights: high intensity

RUNWAY 6

Latitude: 40-50.803708N

Longitude: 074-04.217632W

Elevation: 4.9 ft.

Traffic pattern: left

Runway heading: 060 magnetic, 048 true

Declared distances: TORA:6013 TODA:6013 ASDA:6013
LDA:6013

Markings: precision, in good condition

Visual slope indicator:

RVR equipment: touchdown, rollout

Approach lights: MALSR: 1,400 foot medium intensity
approach lighting system with runway
alignment indicator lights

Runway end identifier lights: yes

Centerline lights: yes

Touchdown point: yes, lighted

Instrument approach: ILS

Obstructions: 148 ft. tree, 5950 ft. from runway, 1293 ft.
left of centerline, 38:1 slope to clear

RUNWAY 24

40-51.464388N

074-03.245750W

6.8 ft.

left

240 magnetic, 228 true

TORA:6013 TODA:6013

ASDA:6013 LDA:6013

precision, in good condition

4-light PAPI on left (3.20 degrees
glide path)

yes

yes

yes, no lights

77 ft. tree, 1705 ft. from runway,
462 ft. left of centerline, 19:1 slope
to clear

KJFK 281701Z 01006KT 1 1/2SM
R04R/2800V5500FT +RA BR
BKN009 OVC019 22/22 A2987 RMK
AO2 TWR VIS 2 P0011 T02170217
\$

TAF

KTEB 281416Z 2814/2918 08006KT
P6SM SCT020 BKN050 TEMPO
2815/2819 -SHRA BKN020
FM281900 VRB04KT 6SM SHRA BR
OVC020 FM290000 32004KT P6SM
-SHRA SCT025 OVC060 FM290300
32007KT P6SM BKN120 FM290600
33009KT P6SM FEW120 SCT250
FM291100 30011KT P6SM SCT250

KLGA

9nm SE

281416Z 2814/2918 05010KT
P6SM VCSH SCT020 BKN050
TEMPO 2815/2819 -SHRA BKN020
FM281900 VRB05KT 6SM SHRA BR
OVC020 FM290100 33006KT P6SM
-SHRA SCT020 OVC035 FM290600
33009KT P6SM BKN090 FM291100
34012KT P6SM SCT250

KEWR

11nm SW

281416Z 2814/2918 07007KT
P6SM SCT020 BKN050 TEMPO
2815/2819 -SHRA BKN020
FM281900 VRB05KT 6SM SHRA BR
OVC025 FM290000 33005KT P6SM
-SHRA SCT025 OVC050 FM290300
34007KT P6SM BKN150 FM290600
35009KT P6SM FEW150 SCT250
FM291100 32013KT P6SM SCT250

KJFK

19nm SE

272143Z 2722/2824 14008KT
P6SM FEW025 BKN150 FM280900
09005KT P6SM SCT015 OVC025
TEMPO 2809/2813 5SM BR BKN015
FM281500 10008KT P6SM OVC020
FM281800 12008KT P6SM VCSH
OVC020 FM282100 08008KT P6SM
-SHRA OVC020

NOTAMs

Click for the latest NOTAMs
NOTAMs are issued by the DoD/FAA and
will open in a separate window not controlled
by AirNav.

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: PORT AUTHORITY OF NY & NJ
4 WORLD TRADE CENTER
NEW YORK, NY 10006
Phone 212-435-3640

Manager: RENEE SPANN

90 MOONACHIE AVE
TETERBORO, NJ 07608
Phone 201-288-1775

Airport Operational Statistics

Aircraft based on the field: 140

Single engine airplanes: 7

Multi engine airplanes: 2

Jet airplanes: 116

Helicopters: 15

Aircraft operations: avg 477/day *

54% local general aviation

45% air taxi

<1% military

<1% commercial

* for 12-month period ending 31 December 2018

Additional Remarks

E60-24 ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 348 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END
RWY 24.

E60-19 ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 355 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END
RWY 19.

E60-06 EMAS NON-STD ARRESTING GEAR/SYSTEM: ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 250 FT IN
LENGTH BY 170 FT WIDTH LCTD AT DEP END RWY 06.

- CLSD TO MOTORLESS ACFT - UNCLD ACFT & ULTRALIGHT ACTIVITY EXCEP BY PRIOR PERMISSION.

- DLY CONS CONST ACT ALL QUADRANTS.

- ACFT CAPABLE OF OPERATING ABV 100,000 POUNDS MUST SUBMIT CERTIFICATION TO AMGR VERIFYING
AIRCRAFT OPERATING WEIGHT IS LESS THAN 100,000 LBS. CONTACT AIRPORT OPERATIONS AT 201-288-1775 FOR
FORMS.

- ALL ACFT AVOID HOSPITAL 1.7 MILE NORTH OF RWY 01/19.

- DEER AND BIRD ACT ON AND INVOLV ARPT.

- HEL OPNS OVER RESIDENTIAL AREAS BLO 1000 FT MSL SHOULD BE AVOIDED.



Van Nuys

Los Angeles World Airports

Van Nuys Aircraft Inventory Seventeen Year History

VNY Annual Inventory 17 Year Comparison

Year	Acft Ops	% YoY Inc/Dec Acft Ops	Based Acft	% YoY Inc/Dec Based Acft	Single Engine Prop	Multi Engine Prop	Total Flyable Piston	Single Engine Turbo Prop	Multi Engine Turbo Prop	Total Turbo Props	Single Engine Jets	Multi Engine Jets	Total Flyable Jets	Gov Mil Jets	Prv Mil Jets	Total Flyable Heli	All Non- Flyable
2017	231,323	5.04%	636	9.28%	305	53	358	8	16	24	2	183	185	0	4	54	15
2016	220,228	1.46%	582	0.00%	270	44	314	9	14	23	2	180	182	0	5	50	13
2015	217,063	-9.03%	582	0.00%	273	50	323	9	17	26	3	165	168	0	6	48	17
2014	238,618	-12.65%	582	-2.84%	253	52	305	8	18	26	3	181	184	0	6	44	23
2013	273,173	3.49%	599	0.00%	253	51	304	9	18	27	4	171	175	0	10	56	37
2012	263,952	-14.91%	599	-5.82%	247	59	306	11	17	28	6	171	177	0	9	54	34
2011	310,206	-8.60%	636	-4.65%	273	68	341	11	16	27	4	180	184	0	10	57	27
2010	339,407	-10.91%	667	-8.76%	299	67	366	5	15	20	6	190	199	3	14	61	21
2009	380,952	-5.64%	731	-7.47%	311	64	375	7	18	25	6	220	226	0	13	77	28
2008	403,727	6.02%	790	10.96%	336	78	414	5	25	30	6	251	265	8	15	62	19
2007	380,794	-4.90%	712	-5.32%	337	75	412	5	14	19	7	183	198	8	14	60	23
2006	400,398	-3.74%	752	6.06%	390	74	464	6	15	21	0	189	197	8	12	50	20
2005	415,961	-8.53%	709	-12.25%	362	66	428	3	23	26	1	170	179	8	14	52	24
2004	454,753	-2.51%	808	0.12%	414	89	503	3	29	32	0	165	173	8	15	63	22
2003	466,449	-7.51%	807	-0.25%	421	87	508	2	23	25	1	157	166	8	15	70	23
2002	504,303	8.76%	809	2.02%	441	90	531	3	23	26	0	140	152	12	15	64	21
2001	463,665	-5.88%	793	0.63%	430	93	523	1	24	25	0	139	151	12	18	60	16