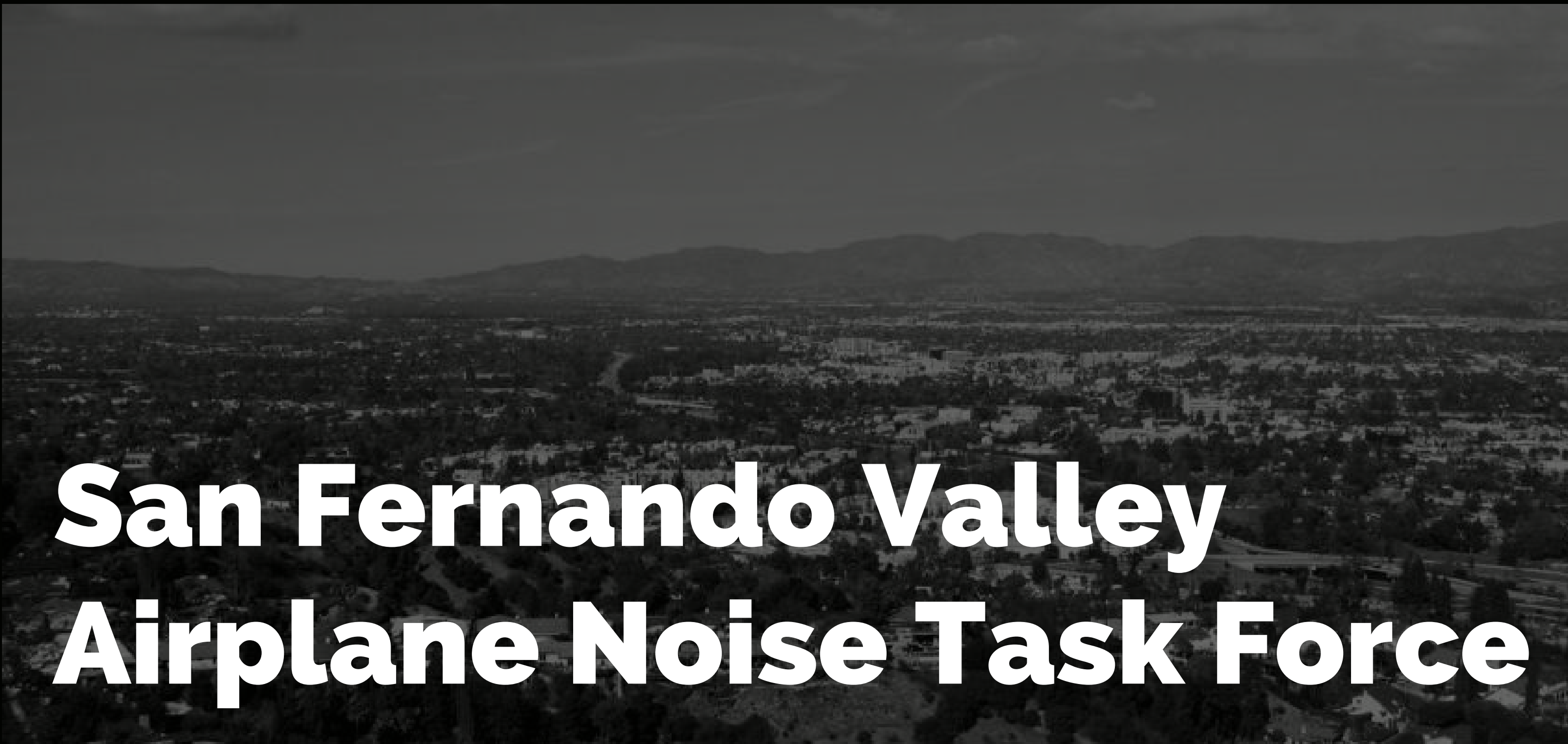


**VALLEY VILLAGE HOMEOWNERS ASSOCIATION**  
— FOUNDED 1986

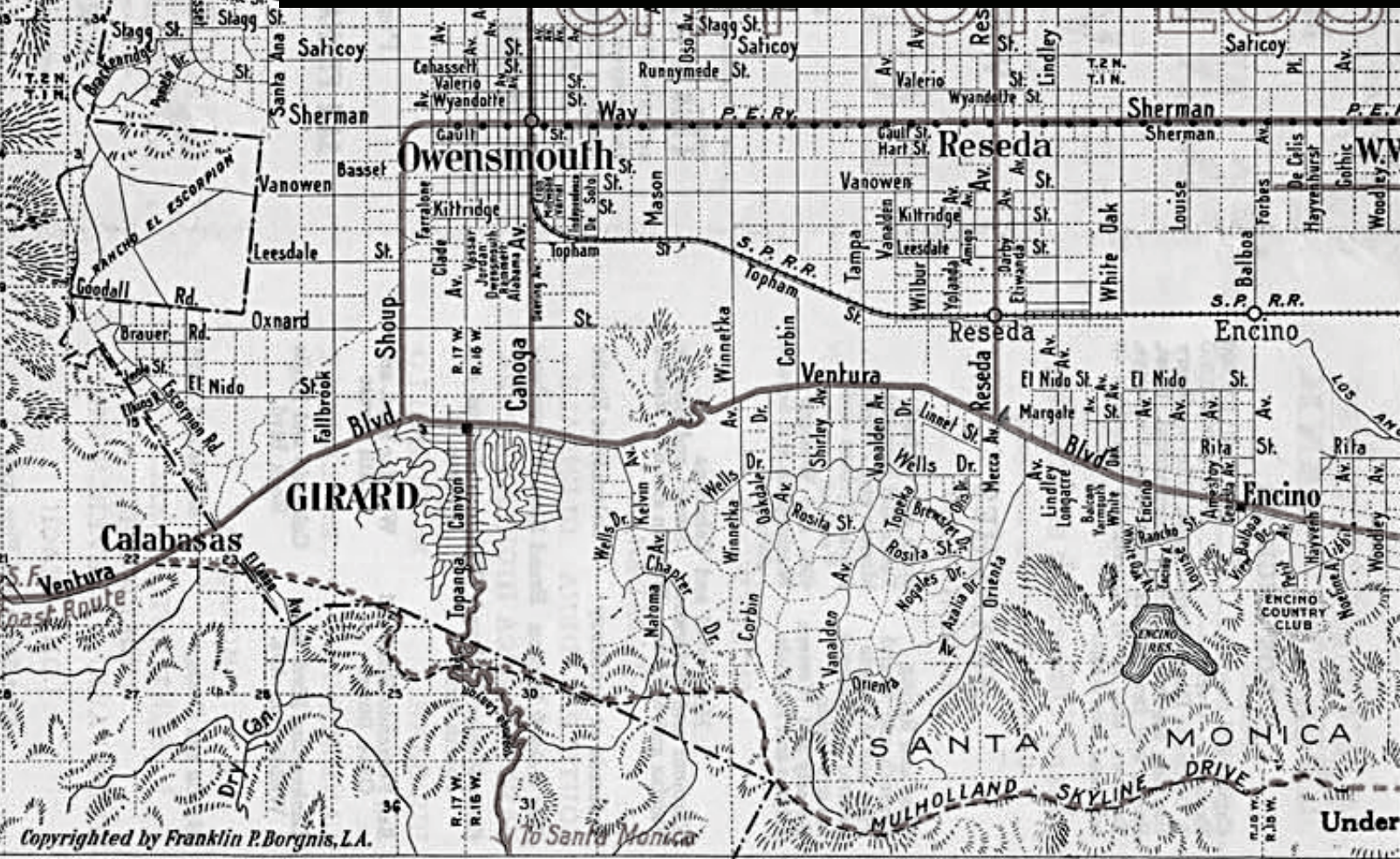
A grayscale aerial photograph of a city valley, likely San Fernando Valley, with mountains visible in the background. The image is used as a background for the main title.

# **San Fernando Valley Airplane Noise Task Force**





# A LITTLE ABOUT US



## POPULATION

We represent a community made up of approximately 32,000 residents.

## AREA

Our boundaries lie in an area of 2.08 miles

## SENSITIVE COMMUNITIES

3 High Schools  
5 Elementary Schools  
5 Preschools  
14 Nursing Homes



# Hollywood Burbank Airport

## **Serves Northern Greater Los Angeles Area**

Burbank, Glendale, Northeast Los Angeles, Pasadena, Central Los Angeles, Hollywood, Studio City, Universal City and the San Fernando Valley

Aircraft Operations have steadily increased over the last five years by 17,619 Air Carrier flights (includes both arrivals and departures)

**That is a 38% increase in just 5 years.**



# RECOMMENDATIONS

**Before** the Task Force offers its own recommendations to the aviation community, the following deliverables are necessary:

ONE

Engage communities to the north

TWO

Request strategic environmental assessment for all impacted communities

THREE

Request technical analysis from pilot/ATC to guarantee safety





# ENGAGE COMMUNITIES TO THE NORTH



Requirement of  
Task Force Bylaws



Population Density  
Considerations



Equitability &  
Equality



Health Hazards  
affect everyone.



Future air travel  
projections must  
be considered.



Complaint statistics  
are skewed



# NOISE TASK FORCE BYLAWS

"The Task Force has been created to provide a forum for representatives of communities that are currently being affected, and **those that could potentially be affected**, by aircraft procedural and operational changes related to aircraft noise in the southern San Fernando Valley"





# HUNDREDS OF THOUSANDS LEFT OUT OF THE CONVERSATION

Neighborhood Councils and Resident Groups from the below constituencies must be part of the conversation:

North Hollywood - Population: 74,000

Valley Village - Population 32,000

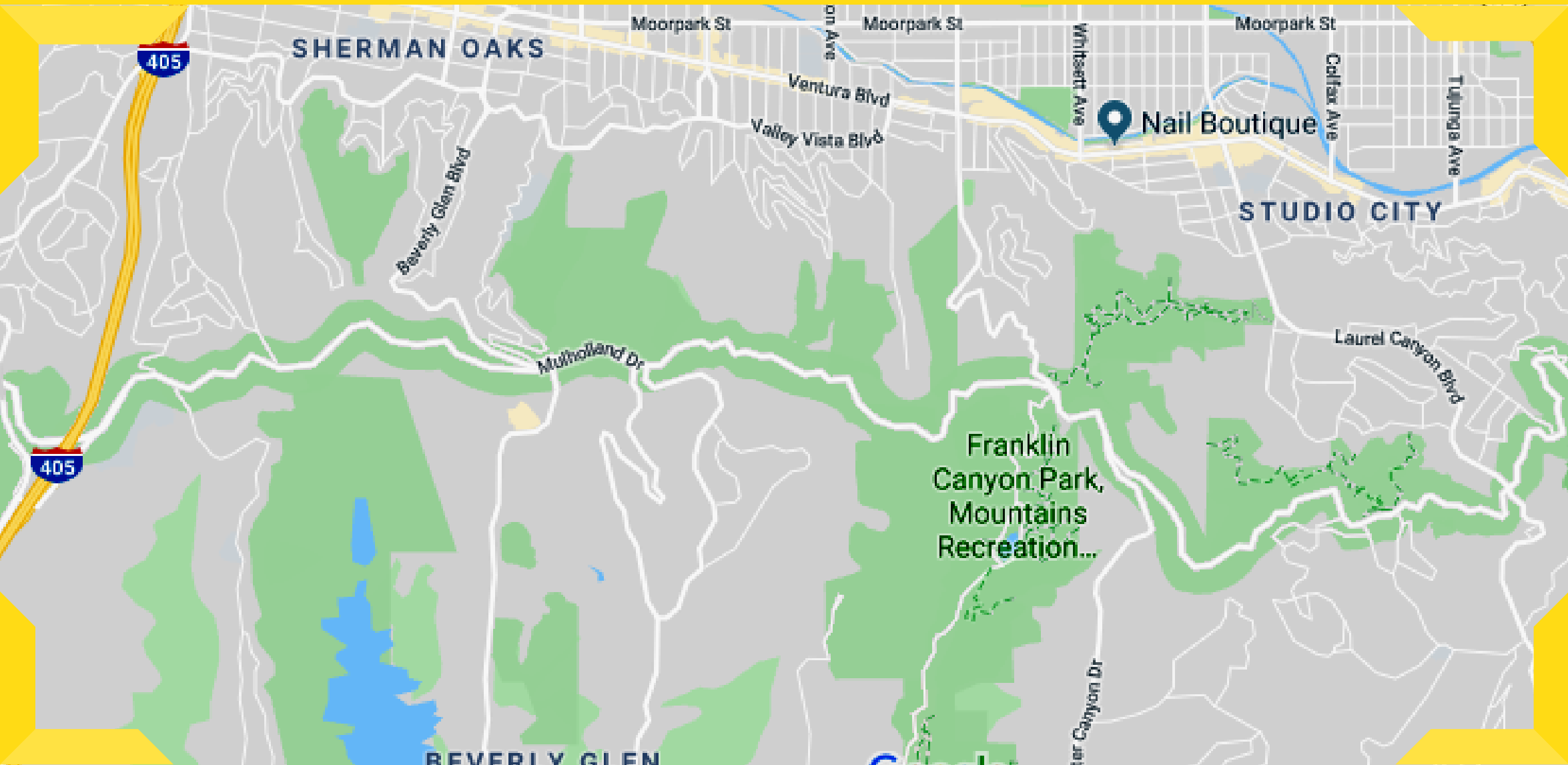
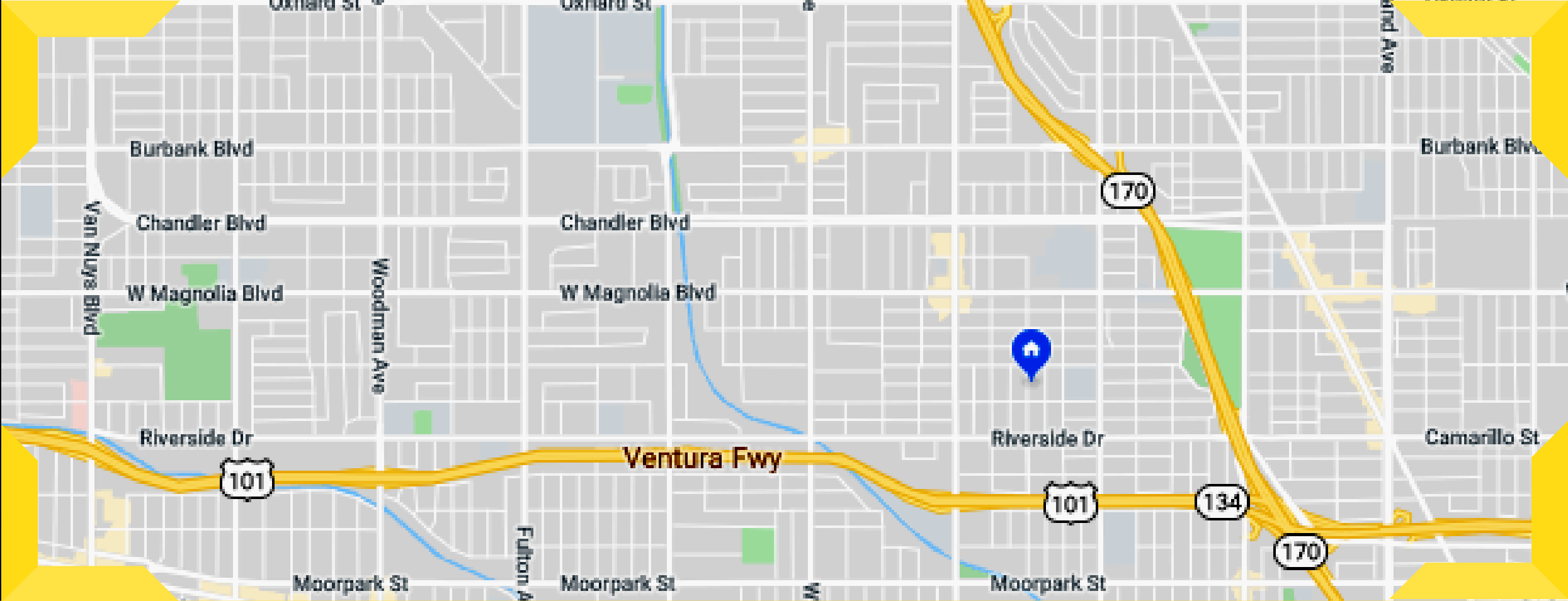
North Sherman Oaks - 40,000

Valley Glen - 27,000

Van Nuys - 102,000

Panorama City - 71,000

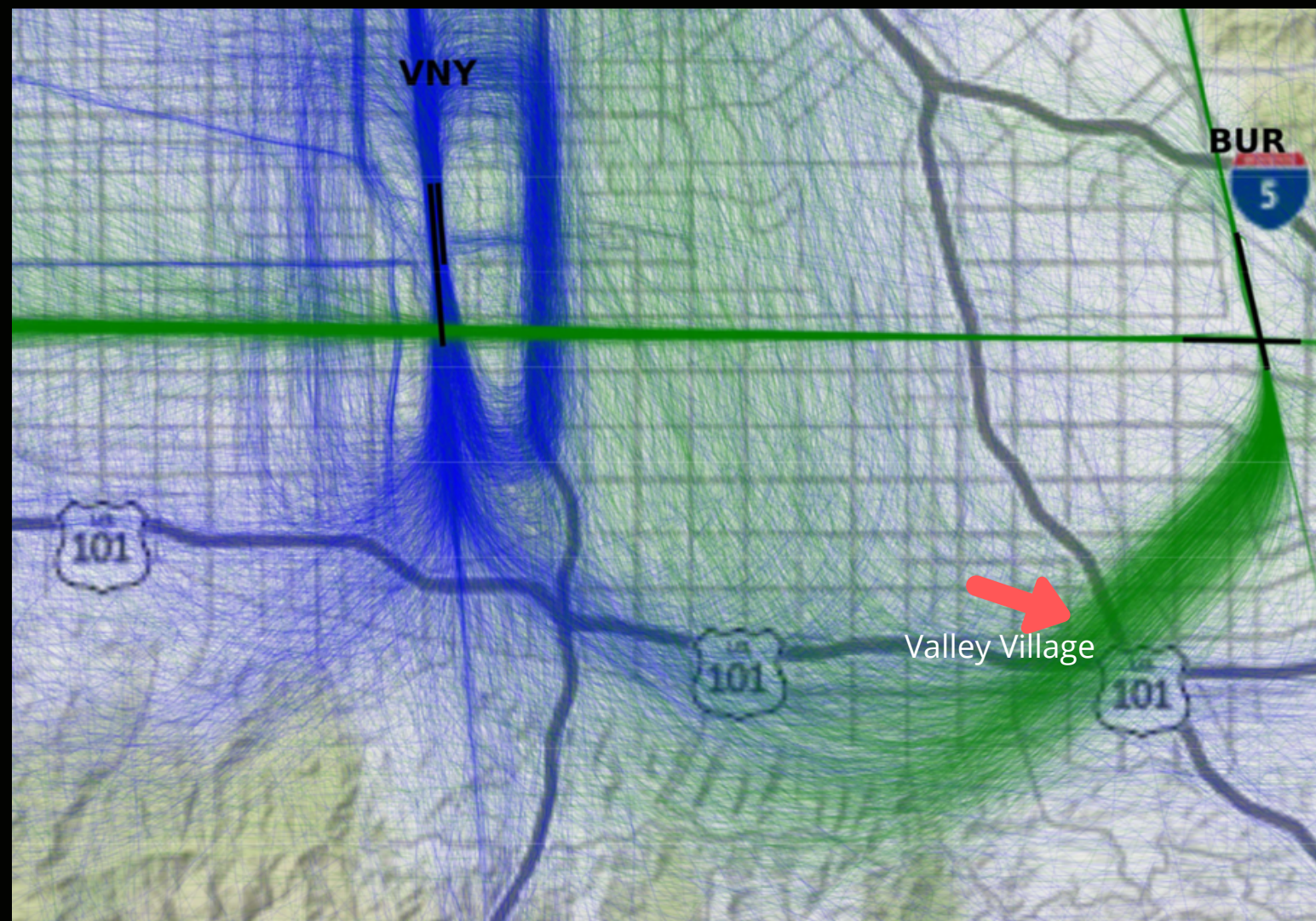
FLATS  
More Density



Hillsides  
More Open Space  
Less Density

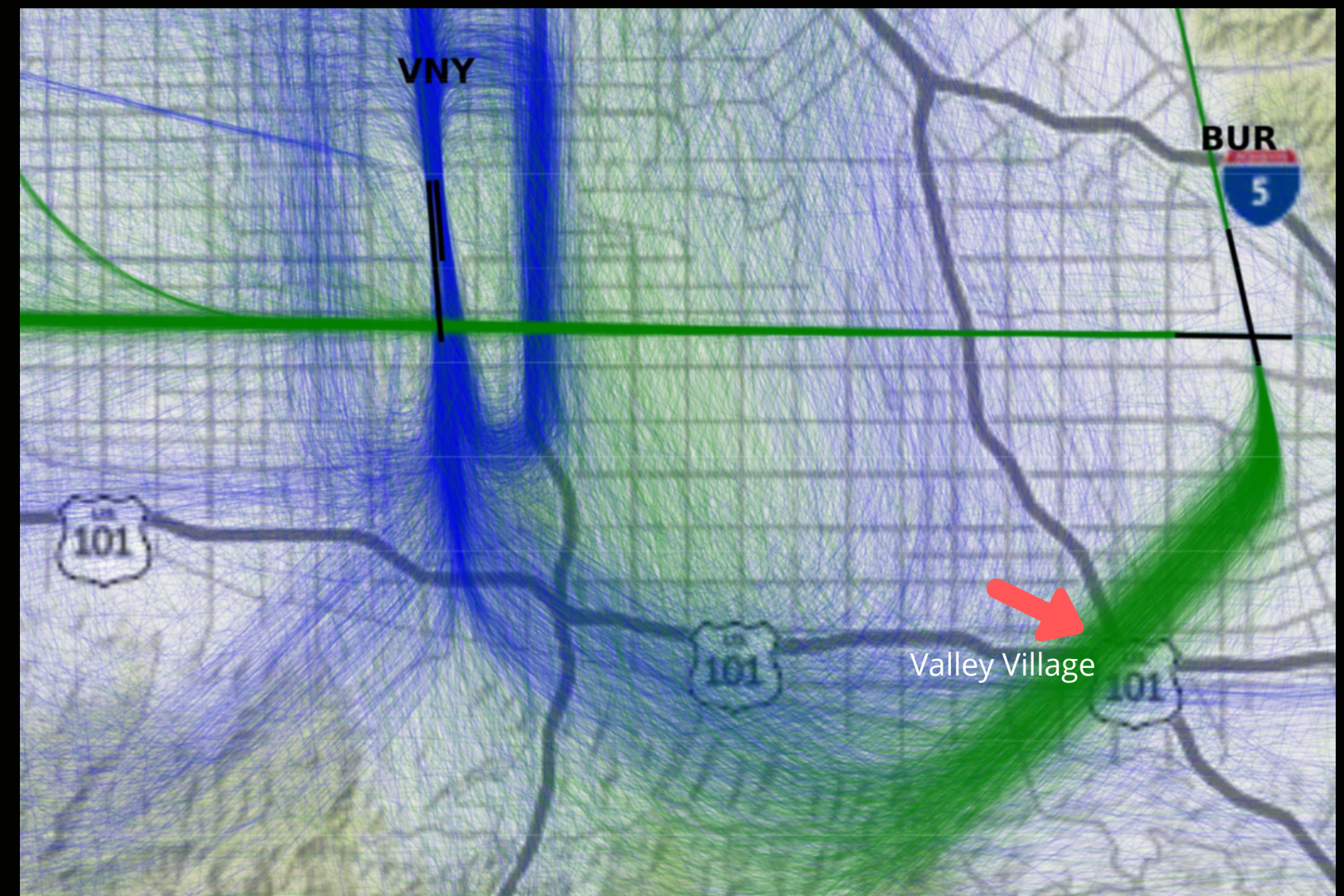


# WHAT IS REALITY ?



**2008**

14 random days of flight tracks



**2018**

14 random days of flight tracks

FLIGHT TRACK MAPS PROVIDED BY FAA



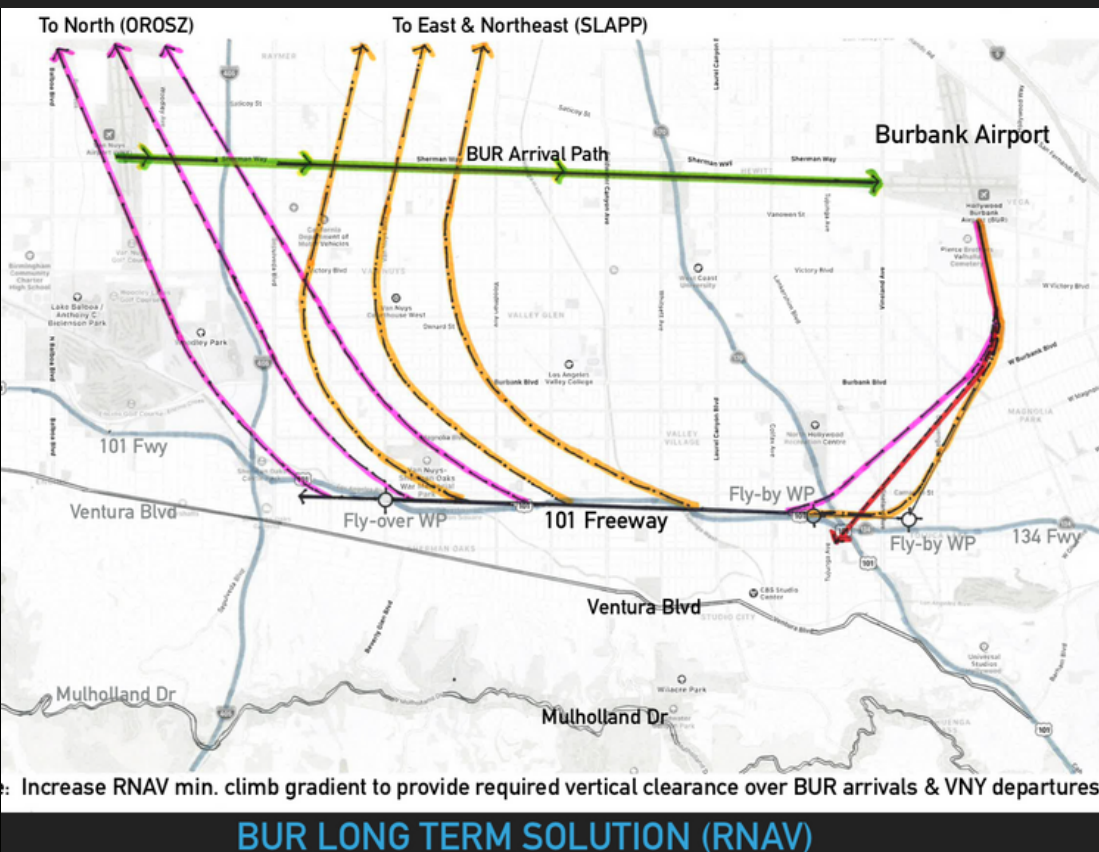
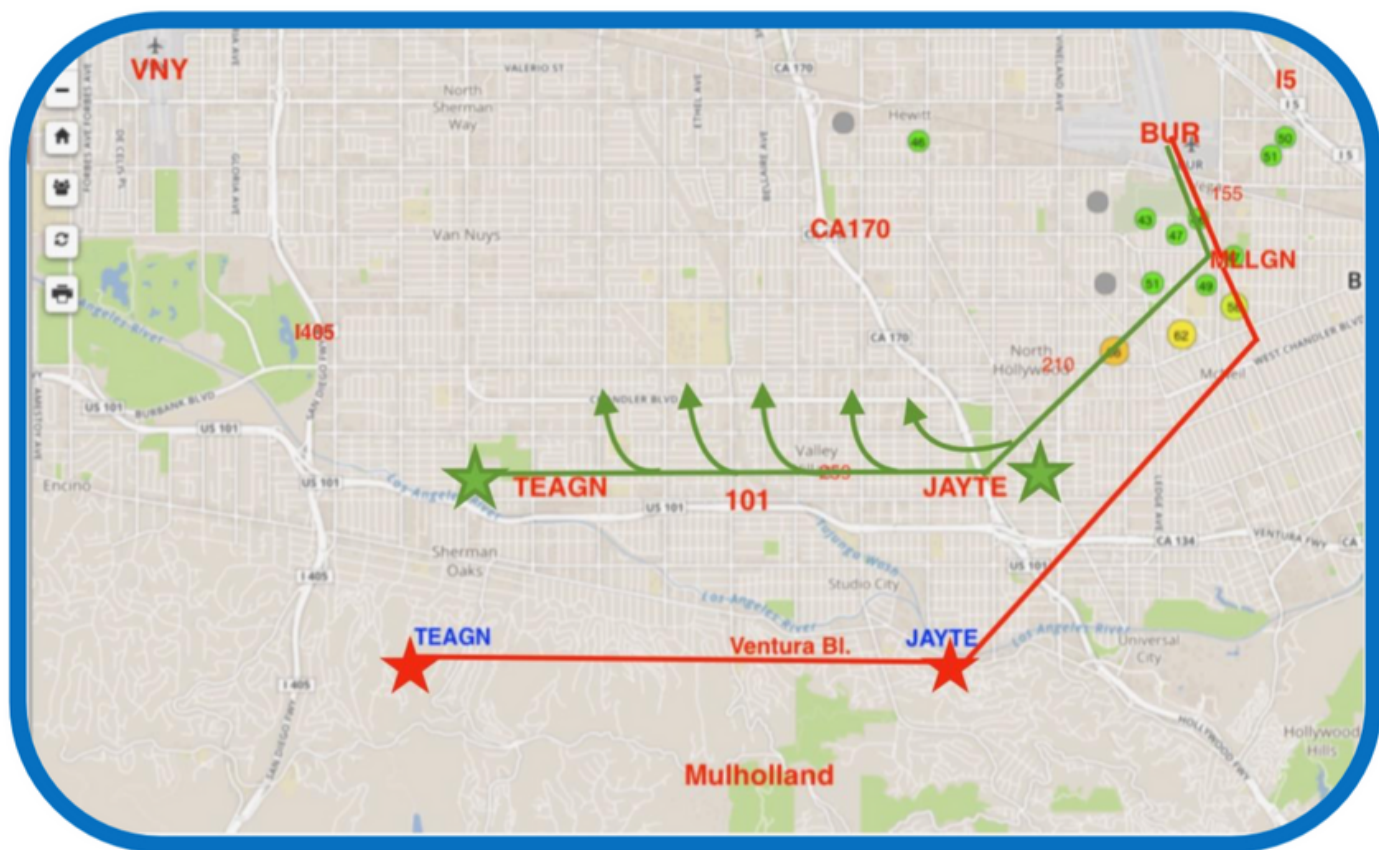
# NON-EQUITABLE RECOMMENDATIONS

ADVOCATES FOR VIABLE AIRPORT SOLUTIONS

Our Solutions Ensure Jet Flight Tracks Are North of 101 Corridor

## Operation JETNOISE

JAYTE and TEAGN North of 101 Stop Expansion



## Operation TWIST

*“Turn West Immediately and Spread Tracks”*





# HEALTH HAZARDS

**Everyone** is entitled to the same consideration when it comes to health.

The known health risks associated with air traffic noise and pollution:

- Cardiovascular Disease
- Hypertension
- Hearing Problems
- Pulmonary Disease
- Respiratory Disease
- Mental Health Problems

# FUTURE OF AIR TRAVEL

International Air Transport  
Association

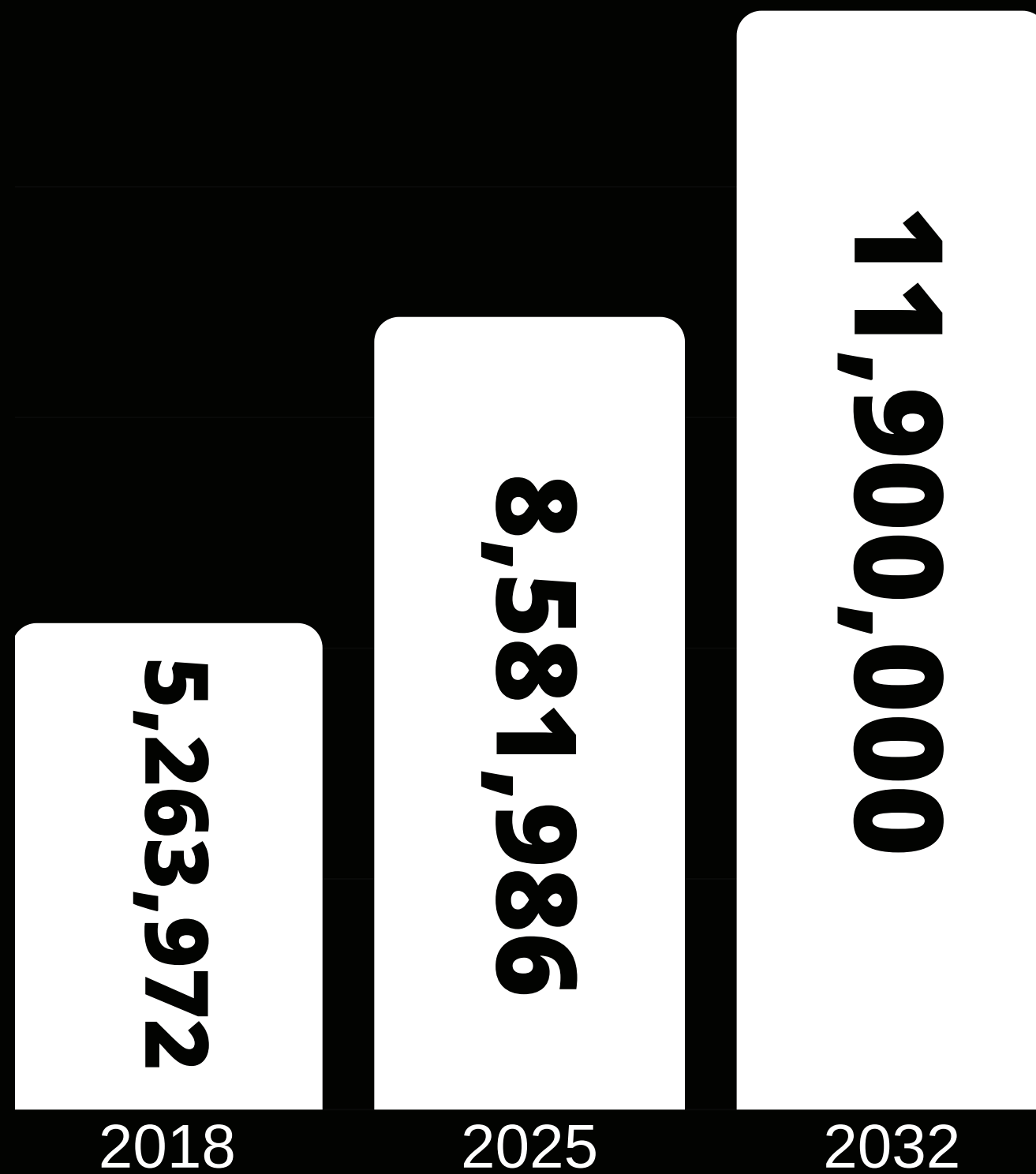


Consider future airtraffic projections when making recommendations with long term consequences.

"Fastest growing aviation markets in terms of annual additional passengers from 2017 to 2037:

US: 481 million new passengers for a total of 1.3 billion"





"Burbank Airport has a capacity of 11.9 Million passengers per year which it is forecasted to hit by 2032"

Southern California Association of Governments  
Regional Aviation Forecasts Analysis of Airport Capacity Constraints  
Technical Memorandum - August, 2015

**Projected Passenger Capacity Per Year  
at Burbank Airport**

# COMPLAINT DATA IS SKEWED

- FAA blames “southern shift” on increases in BUR operations... **BUT 2007 ALL-TIME PEAK** in flight activity did not trigger public outcry.

FACT: 2007 = **138 Noise Complaints** for the **ENTIRE YEAR** at **PEAK** Operations  
2019 = **251,510 Noise Complaints** in **FIRST QUARTER ONLY**

# The New York Times

by Amy Zipkin

November 18, 2019

Michelle Allen of Studio City, Calif., understands his frustration. For the last two years, she said, she has been awakened by plane noise at random times throughout the night. She believes it is coming from Hollywood Burbank Airport, about six miles away. It started the new paths in March 2017.

She said that her windows rattle and her bed moves, and that the only time she sleeps through the night is while she is away on vacation. The noise is affecting her 12-year-old son's academic performance, she said. He loses his train of thought while doing homework.

Her preferred recourse, besides the airplane hotline, is to complain via an app called AirNoise, which records offending flights and sends the information to Hollywood Burbank Airport.

"In the last 30 days, I've complained 2,681 times," she wrote in an email in late October. "Not that they notice."



# Los Angeles Daily News

## How a tiny button became a weapon in the fight against airplane noise in the San Fernando Valley - Ariella Plachta

Some 1,300 total complaints were filed in 2017 by 261 people. Last year, that leaped to over 222,000 complaints by 681 people. And this year, the airport has received over 600,000 complaints by over 1,200 people.

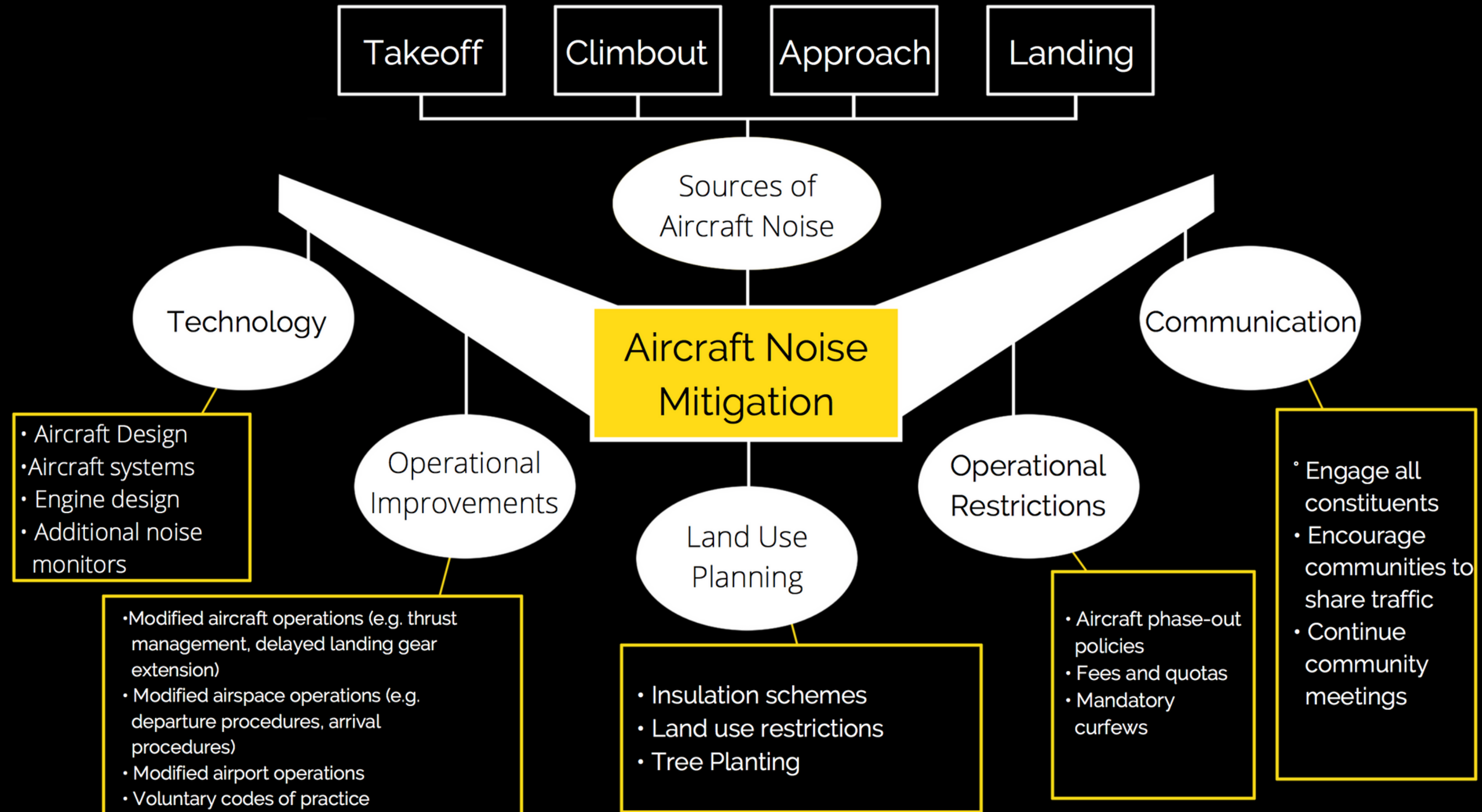
## CONDUCT AN INDEPENDENT STRATEGIC ENVIRONMENTAL ASSESSMENT (AKA S.E.A.)

Preventive Instrument Permitting the Integration of Environmental Aspects in Decision-Making

- ▶ Establish environmental implications of any proposed changes
- ▶ Determine capacity of physical and geographic terrain to sustain changes
- ▶ Determine the acceptability of proposed changes.
- ▶ Factor projected increases in air travel through 2030.



Task Force must guarantee that all mitigation efforts have been investigated and implemented before making recommendations.



# RECOMMENDATION THREE

**SAFETY, SAFETY, SAFETY**

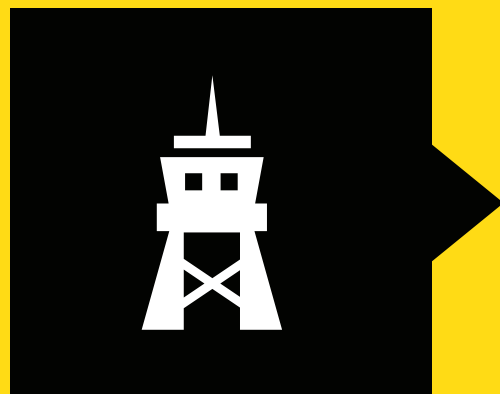
**REQUEST TECHNICAL ANALYSIS OF PILOT / TOWER  
COMMUNICATION TO GUARANTEE SAFETY**



Metroplex

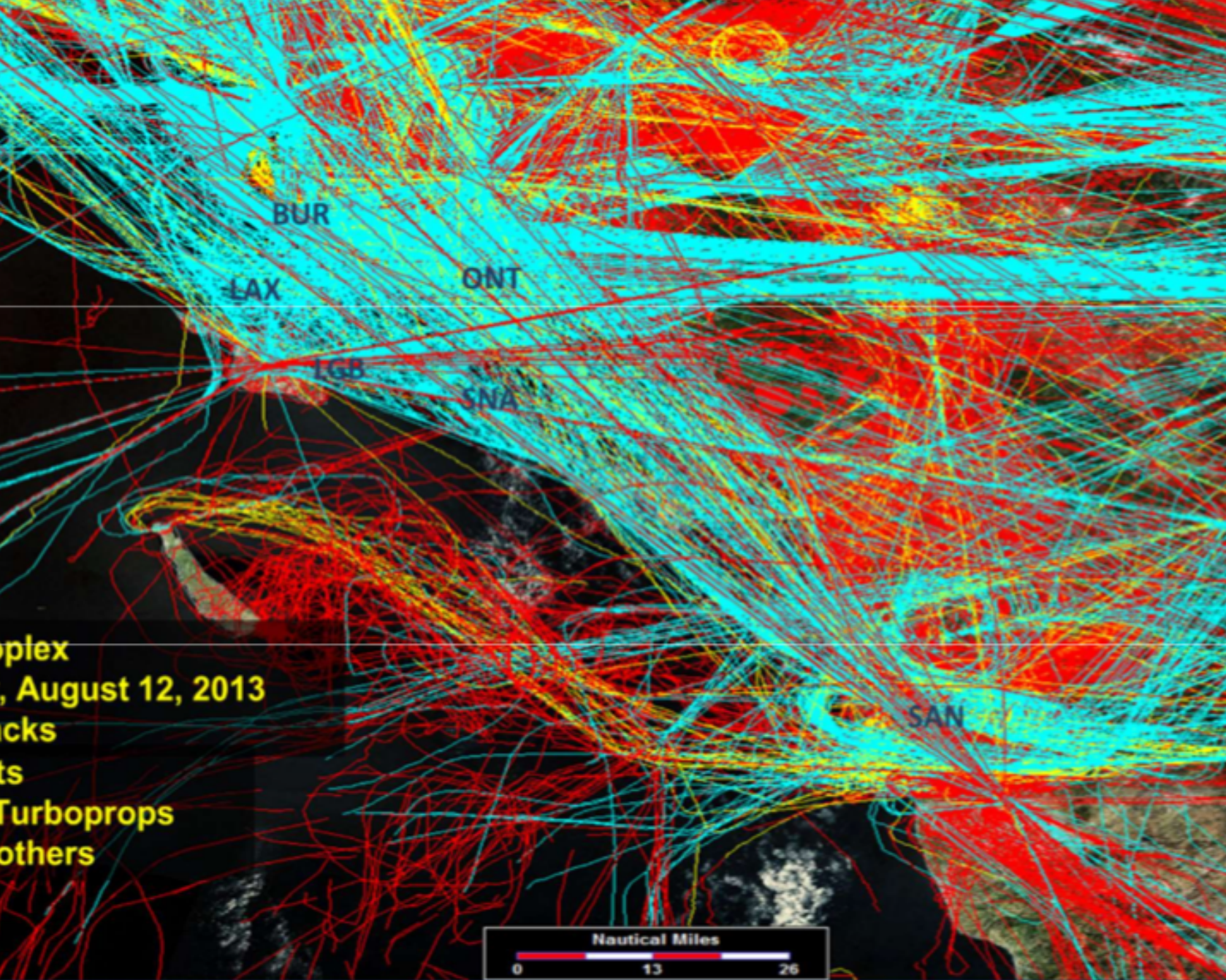


Context of future  
projections must  
be considered.



Tower/ pilot  
communication  
needs critical  
evaluation





*"Southern California airspace is the busiest and most complex in the US " - FAA*

## **SOUTHERN CALIFORNIA METROPLEX SERVES:**

LAX  
Burbank Airport  
Van Nuys Airport  
Long Beach Airport  
Palm Springs Airport

John Wayne Airport  
Ontario Airport  
Hawthorne Airport  
Oxnard Airport  
San Diego Int'l

Why technical analysis is  
critical to safety.

BUR and VNY do not operate in a vacuum. They are part of a very complex, safety driven operational plan to manage upwards of 6000 flights a day moving through Southern California.





# TOWER - PILOT COMMUNICATION NEEDS CRITICAL EVALUATION

## **Captain Gary McMullin**

Manager Airspace and  
Navigation

## **Southwest Airlines**

The testimony of Captain McMullin on 12.4.19 was the first time the dynamics of pilot / tower communication was touched on. Local Air Traffic Control (ATC) has been completely left out of the conversation.

The coordination and communication between pilots and ATC has a direct relationship to safety protocols.



# Technical Task Force To Analyze:

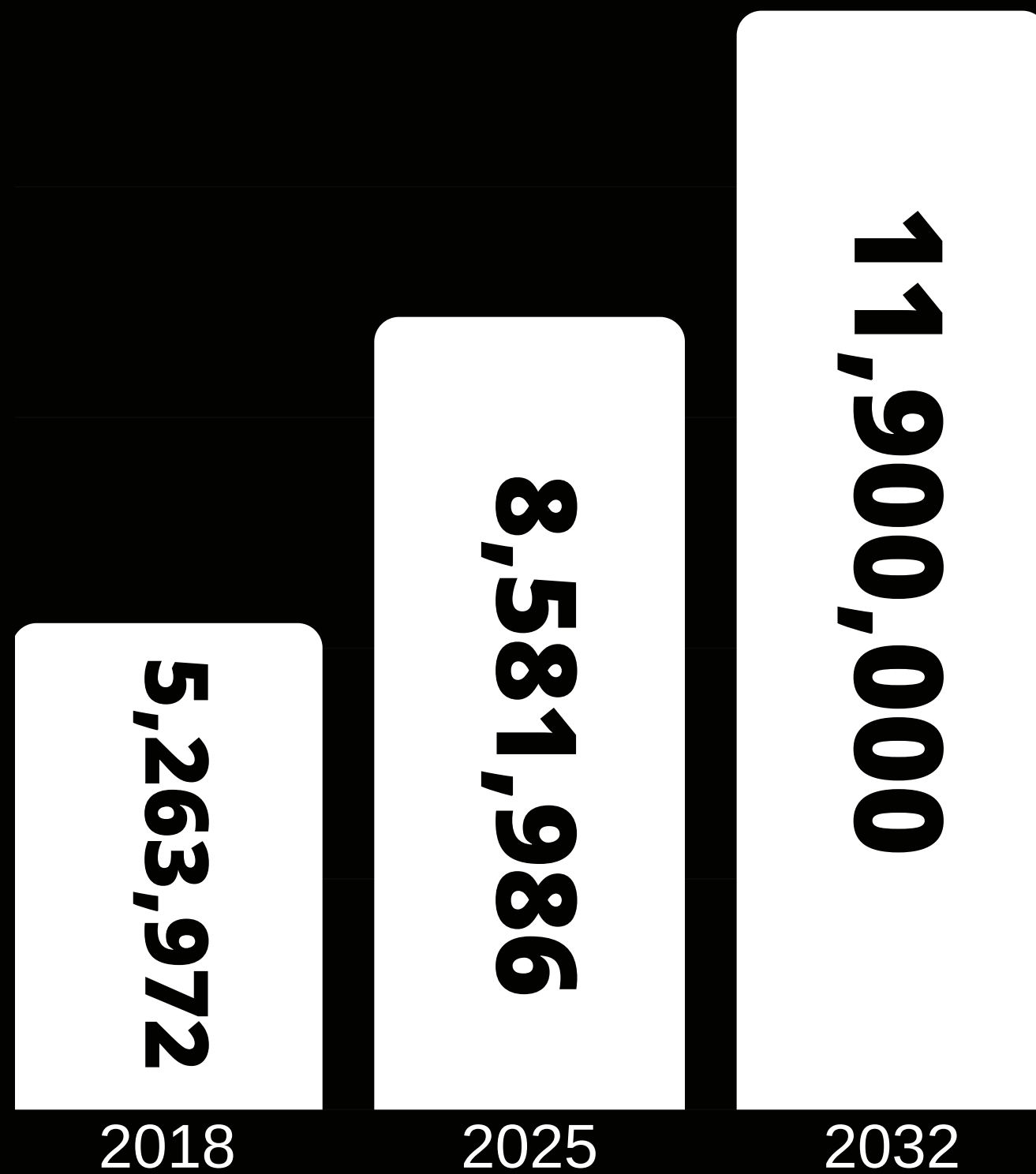
Control is a manual process until flights reach their north bound paths out of the Valley

Only two tower controllers at any time (LAX has four)

One each for arrival and departure blocks (LAX has two blocks for each)

## **OBSTACLES THIS CREATES:**

- ▶ Communication is limited to one flight at a time. More flights today, greater workload
- ▶ Planes turn North only when directed by the tower so as not to interfere with the tower.
- ▶ Timing of turns will vary because of manual communication. More Planes, more time
- ▶ Van Nuys has to clear instrument departures with BUR before releasing
- ▶ Visibility of terrain from cockpit is limited when aircraft is ascending.
- ▶ Pilots flying techniques vary, which result in a half-mile +/- variance from the mean track.



**Projected Passenger Capacity Per Year  
at Burbank Airport**

"Burbank Airport has a capacity of 11.9 Million passengers per year which it is forecasted to hit by 2032"

Southern California Association of Governments  
Regional Aviation Forecasts Analysis of Airport Capacity Constraints  
Technical Memorandum - August, 2015



# THE BIG PICTURE

The growth of airports and air traffic has brought with it a serious problem: how should society balance the rights of residents living near airports to enjoy their home & health with the community's need for air travel facilities?

In the spirit of finding answers to this important question, we respectfully ask the Task Force to pursue our recommendations before putting forward recommendations that will pose serious harm to communities.

**ALL COMMUNITIES MATTER**





## THE BIG QUESTION

As policy stewards of Los Angeles, how do you want to be remembered? As leaders who fought for for a select few or as guardians of the rights and privileges of all stakeholders?

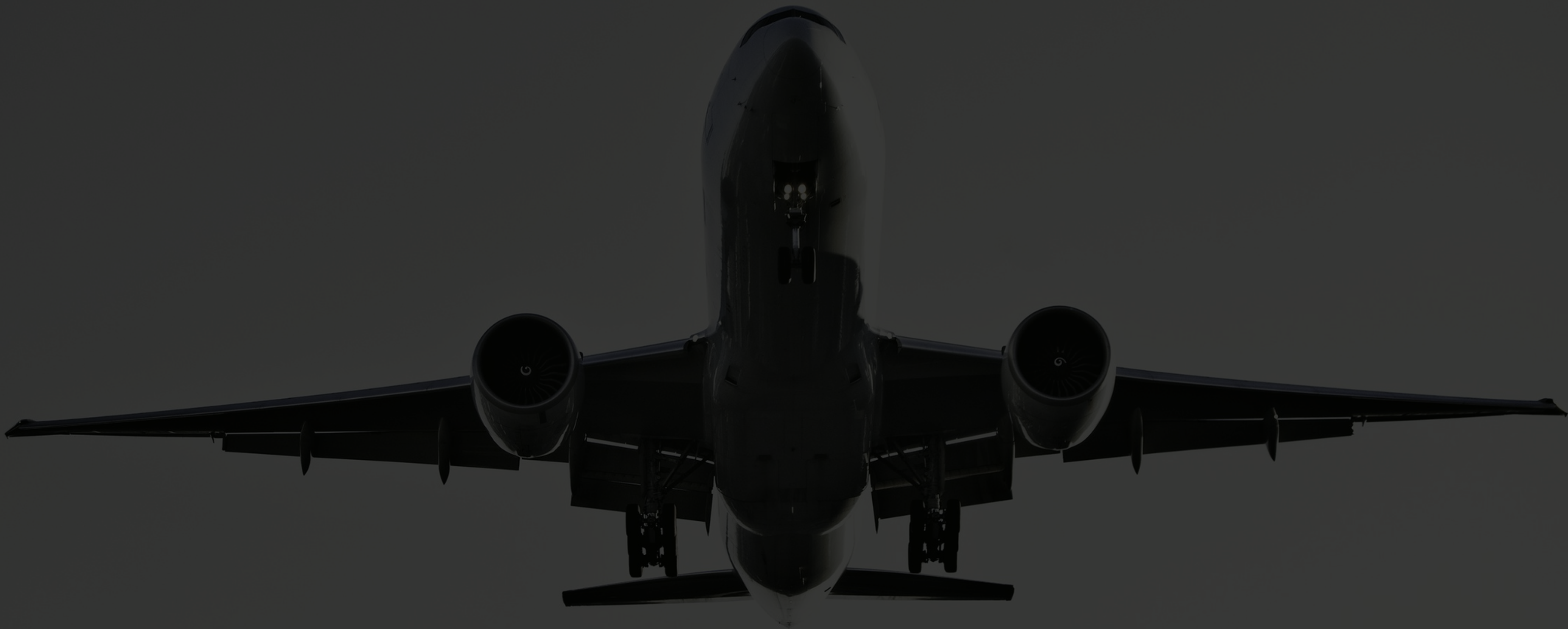


# THANK YOU

**Thank you to the Task Force for your considerations.**

Thank you to all of those who helped in preparation for tonight:  
Nicholas Heinz, David Fulton, Dorothy Apple, Ellen Wilhelm, Bob Willheim,  
Gil Shorr, Sandy Hubbard, David Hookom, Tina Hookom, Glenn Block, Dan Caplan,  
Ginny Hatfield, Marc Woershing, Octavio Chavez, Ken Jacobs and all members  
of our community who came out tonight





No one is guaranteed freedom from noise.

We all live near the airport(s), and if we've purchased our homes in the last 25 years, we've all signed the same disclosures

# Real Estate Disclosures





CALIFORNIA  
ASSOCIATION  
OF REALTORS®

**STATEWIDE BUYER AND SELLER ADVISORY**  
**(This Form Does Not Replace Local Condition Disclosures.**  
**Additional Advisories or Disclosures May Be Attached)**  
(C.A.R. Form SBSA, Revised 6/18)

**3. NEIGHBORHOOD NOISE SOURCES:** Buyer and Seller are advised that even if the Property is not in an identified airport noise influence area, the Property may still be subject to noise and air disturbances resulting from airplanes and other aircraft, commercial or military or both, flying overhead. Other common sources of noise include nearby commercial districts, schools, traffic on streets, highways and freeways, trains and general neighborhood noise from people, dogs and other animals. Noise levels and types of noise that bother one person may be acceptable to others. Buyer is advised to satisfy him/herself with regard to any sources of and amounts of noise at different times of day and night. Brokers do not have expertise in this area.

**Standard California Disclosure**



SOUTHLAND REGIONAL



ASSOCIATION OF REALTORS<sup>®</sup>, INC.

## ADDENDUM TO RESIDENTIAL PURCHASE AGREEMENT

2. **Airport Noise:** Buyer is aware of the existence and proximity of both the Van Nuys Municipal Airport and Burbank/Glendale/Pasadena Airport (**Bob Hope Airport**) to the subject property. Buyer is aware that airport noise exists throughout much of the San Fernando Valley. Buyer has been informed that Van Nuys Municipal Airport has a plan for expansion. For further information regarding this plan Buyer is advised to visit website <https://www.iflyvny.com/> or call the Department of Airports at (855) 463-5252. The Burbank/Glendale/Pasadena airport is also considering expansion plans and buyer is advised to contact the Hollywood Burbank Airport Authority regarding this matter. Buyer may visit <https://hollywoodburbankairport.com/airport-authority> for more information. Buyer is aware that Burbank/Glendale/Pasadena Airport Authority has submitted a Noise Exposure Map for the area surrounding this airport. The map constitutes notice to prospective purchasers of property surrounding the airport of noise attributable to the Airport. For more information Buyer is advised to contact the Burbank/Glendale/Pasadena Airport Authority at (818)840-8840 or its website <https://hollywoodburbankairport.com/>.

**Standard San Fernando Valley disclosure for the past 25 years**