

## Encino Neighborhood Council Motion

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The Encino Neighborhood Council Airport Committee has drafted the following motion to be sent to our city leaders as well as officials at VNY, LAWA, and BOAC, and the VNY CAC. This motion was passed unanimously in committee on April 15, 2021 (MSP 5-0-0). The purpose of this motion is to alert recipients that VNY Airport Master Plan has not been updated since 2006. Due to the increase of air noise complaints, especially due to NextGen, it is time that the VNY Airport Master Plan be reopened and updated, including consideration of the following points:

Whereas:

- The VNY Airport Master Plan (Plan), as approved by the LA Council then headed by current Mayor Eric Garcetti, was incorporated in 2006 as an element of the LA City General Plan;
- The Plan as described in the document is intended to serve as an official guide for the development of Van Nuys Airport (VNY) and intended for use by “City Council, Mayor, City Planning Commission, BOAC, other concerned government agencies as well as private organizations and concerned citizens;”
- The Plan’s purpose is defined as providing direction that encourages orderly development of on-airport land uses, enhances the environment and increases compatibility between the airport and surrounding communities;
- The Plan highlights multiple noise mitigation measures for consideration that are yet to be implemented but still sought by the Encino community to the extent permitted by the FAA including adjusting flight patterns to minimize noise impacts, establishing weeknight flight curfew hours as being from 10:00 pm to 7:00 am, implementing expanded night curfew hours on weekends from 10:00 pm to 9:00 am, defining night curfew rules as being applicable to all aircraft types, and capping the number of Stage 3 jets that can be based at the airport;
- A key element called out in the Plan is the need for periodic reviews that “will assure the objectives, policies and implementation measures are being effectuated over time.” Further, the Plan goes on to specify that annual Plan updates will be provided “to the VNY Citizens Advisory Council (CAC) and Board of Airport Commissioners (BOAC) to identify objectives, policies, and programs that are being implemented, cost of measures, and anticipated completion dates for programs;”
- A review of CAC Meeting Minutes indicate it has been several years since LAWA has conducted a formal review with the CAC about Plan status, compliance, and evolution per the guidance explicitly defined in the Plan;
- Encino, now more than ever, given the hundreds of thousands of annual noise complaints across the San Fernando Valley needs LAWA to totally embrace the spirit of the Plan by doing whatever is possible in the words of the Plan to “reduce airport noise on area residential neighborhoods by the possible adoption of policies relating to such factors as the number and type of aircraft and helicopters, the locations of aircraft and

helicopter facilities on the airport property, the hours of operation and flight patterns, as regulated by local and federal law.”

Therefore:

- The ENC requests that the Los Angeles World Airports (LAWA) and the CAC schedule a review of the VNY Plan within the next 60 days with a particular focus on defining what it will require to implement Plan compliant measures such as 1) including all non-emergency aircraft in its Quieter Nights Program, 2) establishing 10:00 pm as the start time for voluntary night curfew hours, 3) extending voluntary curfew hours to 9:00 am on weekends, 4) implementing a cap on the number of Stage 3 jets that can be based at the airport, 5) working with surrounding communities to have FAA revised flight pattern to minimize noise impact. 6) screening all future growth plans thru the lens of community compatibility, and 7) officially committing to conduct Plan reviews with the CAC on at least an annual basis.
- The ENC asks the BOAC, LA City Council, and Office of the Mayor to refresh their own familiarity with the VNY Plan as well and have its principles help inform their own respective policy making and governance decisions.

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