



July 21, 2020

Honorable Emily Gabel-Luddy
Chair, Southern San Fernando Valley Airplane Noise Task Force

Honorable Paul Krekorian
Vice Chair, Southern San Fernando Valley Airplane Noise Task Force

c/o Patrick Lammerding
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Re: Task Force Recommendations to Address Recent Community Concerns
Related to Aircraft Noise in the Southern San Fernando Valley, California

Dear Councilmembers Gabel-Luddy and Krekorian:

This letter serves to confirm that Los Angeles World Airports (LAWA), the City of Los Angeles department overseeing Van Nuys Airport (VNY), received the three recommendations from the Southern San Fernando Valley Airplane Noise Task Force (Task Force) and is providing our response within the requested 60 days.

LAWA appreciates the dedication of all members who participated on this Task Force and took time to understand the complexity of the operations at both VNY and Hollywood Burbank Airport (BUR), recognize the noise concerns coming from multiple communities and propose recommendations to address these issues.

LAWA will continue to urge the Federal Aviation Administration (FAA) to respond to these recommendations in an expeditious manner and to provide a timeline for their responses. We will also continue to press the FAA on matters pertaining to the recommendation affecting VNY and the PPRRY waypoint. The resolution of this issue has been a top priority for LAWA for the last two years and LAWA will continue to communicate with the FAA on the importance of developing and implementing a solution as quickly as possible. While recognizing that resolution of the PPRRY waypoint issue is the number one priority for addressing noise concerns related to VNY, LAWA will work independently to address the Task Force recommendations directed to and within LAWA's control.



Of the 16 approved recommendations, three noted LAWA as one of the agencies responsible for possible implementation. Please see our responses below for each of these recommendations.

Recommendation 4:

Conduct a study to determine how to obtain the lowest noise levels from aircraft departures from Hollywood Burbank Airport (BUR) Runway 15 and Van Nuys Airport (VNY) Runway 16R in the South San Fernando Valley communities through increased climb gradients, noise abatement departures profile (NADP) procedures, de-rated takeoff procedures, or a combination of the three alternatives.

Responsible Entities: Federal Aviation Administration, Burbank-Glendale-Pasadena Airport Authority and Los Angeles World Airports

LAWA Response:

This Task Force recommendation to conduct a study to determine ways to obtain the lowest noise levels from aircraft departures from BUR Runway 15 and VNY Runway 16R in the South San Fernando Valley communities is feasible. Over the next six months, LAWA will develop the scope for this study, procure a partner to conduct the study and explore funding options, as funding for such a study is not currently identified in the LAWA Fiscal Year 2021 budget. LAWA anticipates initiating the study in Q1 2021.

Understanding the differences in aircraft fleet mix, runway lengths, surrounding terrain and type of land uses under the departure areas for VNY and BUR, these recommended departure techniques may likely yield different results for each airport. However, we plan to collaborate with BUR to ensure that we get the best results and conclusions for the study. Before moving ahead with developing the scope for this study, LAWA would like clarification as to where these “lowest noise levels” are to be achieved since changes to the existing recommended departure procedures could actually increase departure noise levels in communities currently benefitting from them. Under the federal Part 150 Airport Noise Compatibility Planning regulation, only those procedures that show a benefit within the noise impact boundary (65 CNEL contour) would be considered for FAA approval.

LAWA already has a noise abatement program in place at VNY (Quiet Jet Departure Program) that requests pilots use recommended departure techniques to reduce jet departure noise affecting communities close to the airport. Under this voluntary program established in 1994, pilots agree to use noise abatement techniques, within adequate safety margins, as established in manufacturers’ operating manuals or the National Business Aviation Association Noise Abatement Program. This program has been very successful by assisting LAWA in reducing the VNY noise impact boundary (65 CNEL contour) and is one of the key criteria for the annual VNY Friendly Flyer Awards.

Recommendation 10:

Restrict the hours of the Customs and Border Protection Office at Van Nuys Airport (VNY).

Responsible Entities: Department of Homeland Security (DHS) and Los Angeles World Airport (LAWA)

LAWA Response:

This recommendation is feasible and LAWA has started the process for implementation. Restricting the hours of the US Customs and Border Protection (CBP) for arriving international flights at VNY will require a revision to the Memorandum of Agreement (MOA) between LAWA and CBP. LAWA submitted a letter dated June 25, 2020, to the CBP Area Port Director requesting they initiate steps to revise the MOA and, in the interim, implement a temporary schedule to close the CBP office at VNY on or before 10 p.m. on all days.

The CBP has informed LAWA they will begin the process to revise the MOA, which could take up to six months and will require approval of the Board of Airport Commissioners. In the interim, the CBP recently informed LAWA that they will implement the temporary schedule (closure by 10 p.m. on all days) beginning August 2, 2020. This schedule will be in effect until the MOA is fully executed. LAWA will send a follow-up correspondence to the Task Force when the temporary schedule is implemented and again when the revised MOA is finalized.

Recommendation 14:

Maintain and update when and if necessary the Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) in order to continue to provide noise mitigation to all potentially eligible property owners and continue to monitor the aircraft operations and associated noise levels throughout the San Fernando Valley communities. The NCPs will specifically consider preferential runway use programs in a coordinated approach at both airports to determine whether more northerly flow provides noise benefits. The NCP at BUR will also analyze Runway 33 arrivals to limit the use of the flight path some operators use to arrive over the Santa Monica Mountains.

Responsible Entities: The Burbank-Glendale-Pasadena Airport Authority and Los Angeles World Airports

LAWA Response:

This recommendation to maintain and update when and if necessary the NEM and NCP at VNY in order to continue to provide noise mitigation and monitor aircraft operations and associated noise levels is feasible and, in fact, has already been implemented by LAWA staff. LAWA continues to monitor the VNY Part 150 NEM and NCP as well as the effectiveness of all the current VNY noise abatement programs.

LAWA actually initiated a sound insulation program to mitigate residential dwellings within the VNY noise impact boundary (65 CNEL contour) years before submitting the initial VNY

Part 150 NCP to the FAA in 2007. The VNY Residential Soundproofing Program completed noise mitigation efforts in 2010, without federal funding, when all dwellings of participating homeowners were sound insulated in accordance with California Code of Regulations, Title 21, Noise Standards. VNY achieved full compliance with Title 21, Noise Standards by having zero incompatible land uses (e.g. non-mitigated residential dwellings) within the noise impact boundary, as acknowledged by the State of California in 2012.

VNY maintains an aircraft noise and operations monitoring system to measure aircraft noise levels, create quarterly Title 21 noise contour maps and generate quarterly Title 21 reports for submittal to the County of Los Angeles and the State of California. These regular updates allow LAWA staff to see if the VNY noise contour is changing and whether an official Part 150 update may be required. LAWA will continue to monitor the VNY Title 21 noise contours and will update the VNY NEM and NCP when and if necessary in the future. Through the end of 2019, VNY continues to have zero incompatible land uses within the 65 CNEL contour. Any update would include consideration of a preferential runway use program to determine whether increasing northerly flow would be operationally feasible and would reduce incompatible land uses within the VNY 65 CNEL contour that exists at that time.

LAWA remains committed to working with the FAA and all stakeholders to find solutions to address the identified noise issues resulting from the implementation of satellite-based Metroplex departure procedures at VNY.

Sincerely,



Justin Erbacci
CEO

cc: Raquel Girvin, Regional Administrator, Federal Aviation Administration Western-Pacific Region
Frank R. Miller, Executive Director, Hollywood Burbank Airport