

3.0

ENVIRONMENTAL SETTING

This chapter provides a general description of the physical setting at VNY and each of the five diversion airports. For this general discussion, the physical setting is described in terms of conditions as they were known to exist when the NOP was filed and submitted in October 2007. Where aircraft operational data is given, in some cases the most current data available is from 2006. Additional detail of the existing conditions at VNY and the diversion airports as they relate to noise and air quality impact analysis is provided in Sections 4.2 and 4.3, respectively.

3.1 Van Nuys Airport

VNY is a 740-acre general aviation facility owned and operated by LAWA. The airport is located in the west-central portion of the City of Los Angeles' incorporated boundaries, approximately 25 miles northwest of downtown Los Angeles in the center of the San Fernando Valley. The airport is generally bounded by Roscoe Boulevard on the north, Victory Boulevard on the south, Balboa Boulevard on the west, and Woodley Avenue on the east.

The area surrounding VNY is built out—developed with a combination of residential, commercial, industrial, and public uses, single-family residential being the predominant use. Much of the land immediately surrounding the airport is developed with light industrial and commercial manufacturing uses, with golf courses and public park land located immediately to the south.

VNY has been cited as the world's busiest general aviation airport, averaging approximately 400,000 aircraft operations per year. Between 2000 and 2006, business jet operations at VNY increased by an annual average of 8.1%, which is comparable to the 8.7% annual average seen throughout the Los Angeles area. A total of 764 aircraft were based at VNY in 2006. Airport facilities include two runways—an 8,001-foot primary runway (Runway 16R-34L) and a 4,000-foot training runway (Runway 16L-24R). There are approximately 100 businesses located within the airport property, including five major fixed-base operators that provide aircraft storage and parking, aviation fuel, aircraft sales, flight instruction, aircraft charter and aircraft maintenance.

A partial nighttime curfew is in place at VNY that affects operations by some fixed-wing aircraft~~Stage 2 and Stage 3 jets. Stage 2 jets~~ Fixed-wing aircraft whose takeoff noise levels are greater than 74 dBA, as set forth in the FAA's AC 36-3, are prohibited from departing between ~~of~~ 10 p.m. and 7 a.m.; Stage 3 aircraft jets are prohibited from departing are exempt from this restriction between 10 p.m. and 11 p.m. and 7 a.m., unless their certificated departure noise rating is below 74 dBA. Medical life flights, military aircraft, and government-owned aircraft involved in emergency operations (fire, law enforcement, and search & rescue) are exempt from the curfew. There is no curfew on arrivals.

Figure 3.1 shows the FAA Airport Diagram for VNY.

3.2 Diversion Airports

3.2.1 Bob Hope Airport

BUR—also known as Burbank-Glendale-Pasadena Airport—is a commercial and general aviation facility owned and operated by the Burbank-Glendale-Pasadena Airport Authority, a government agency operating under a joint-powers agreement between those three cities. BUR is located approximately nine miles east of VNY in the northwestern corner of the City of Burbank corporate limits and adjacent to the City of Los Angeles communities of Sun Valley and North Hollywood.

Aircraft operations at BUR include commercial passenger and cargo flights, as well as general aviation flights, with a recent count indicating 107 general aviation aircraft are based there. Approximately 125,700 total operations occurred at BUR during the 12-month period ending in October 2007, and approximately 19,900 business-jet operations (17% of Los Angeles-area operations) occurred in 2006. Within its approximately 610-acre footprint, the airport features two runways, two commercial terminals, and two general aviation terminals. A voluntary noise curfew is imposed at BUR between 10:00 pm and 7:00 am.

BUR is located in an area that is primarily developed, and the airport is immediately surrounded by industrial and commercial development to the east, residential development to the west, industrial development and a cemetery to the south, and industrial and residential development to north. Figure 3.2 shows the FAA Airport Diagram for BUR.

3.2.2 Los Angeles International Airport

LAX is a major commercial and general aviation facility that like VNY is owned and operated by LAWA. It is located along the Pacific coast within the boundaries of the City of Los Angeles, approximately 20 miles south of VNY. The 3,900-acre facility features nine terminals and four runways, and accommodates a large volume of passenger and cargo flights; the airport is the world's fifth busiest in terms of

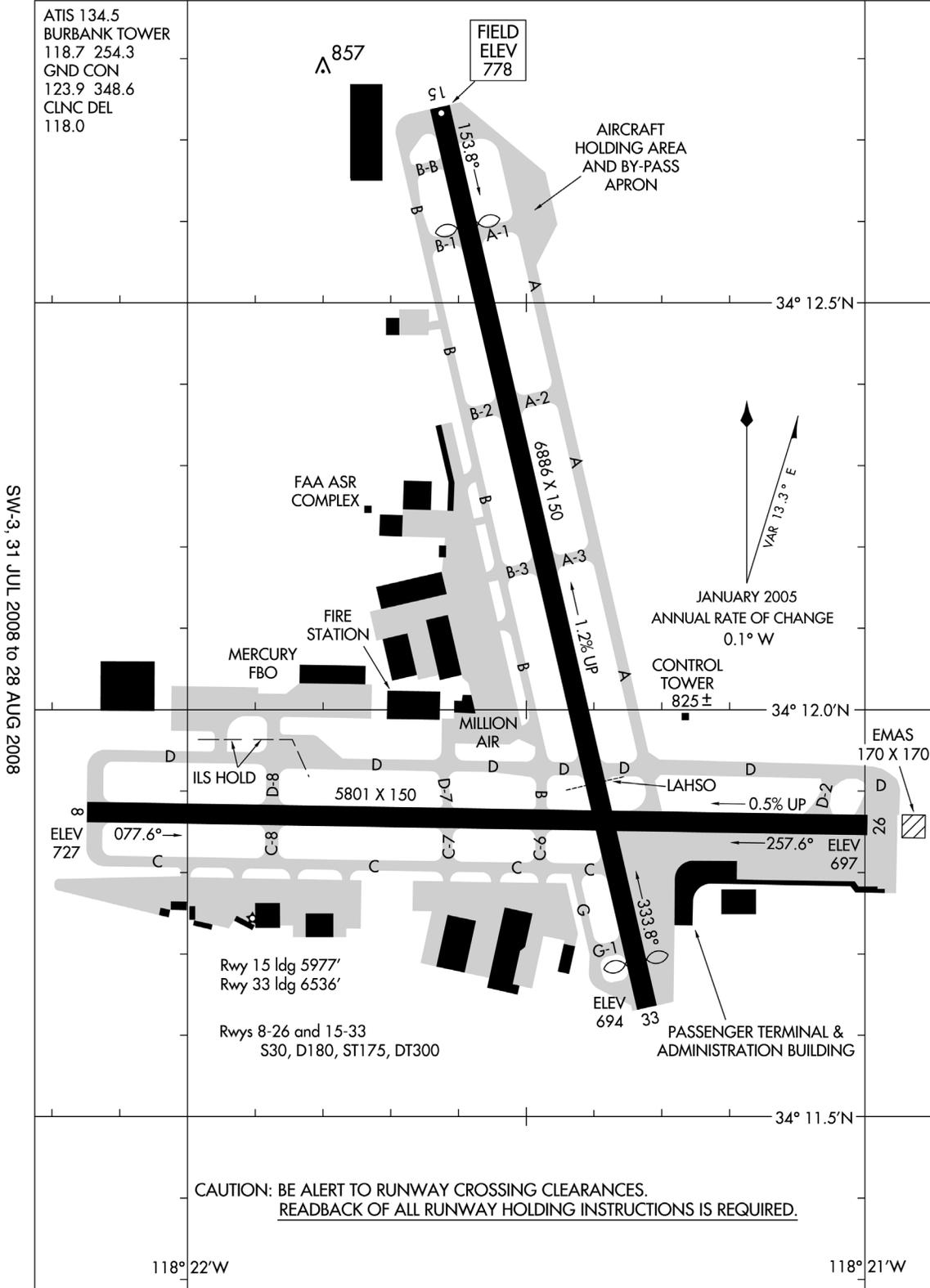
08157

AIRPORT DIAGRAM

BURBANK/ BOB HOPE (BUR)
BURBANK, CALIFORNIA

AL-67 (FAA)

ATIS 134.5
BURBANK TOWER
118.7 254.3
GND CON
123.9 348.6
CLNC DEL
118.0



SW-3, 31 JUL 2008 to 28 AUG 2008

SW-3, 31 JUL 2008 to 28 AUG 2008

AIRPORT DIAGRAM

08157

BURBANK, CALIFORNIA
BURBANK/ BOB HOPE (BUR)

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passenger service and ranks 11th internationally in cargo tonnage. LAX handled just under 657,000 total airport operations in 2006, including an estimated 20,250 business jet operations, or approximately 17% of such operations occurring within the Los Angeles area.

LAX is located in a primarily built out area, with the surrounding lands developed with a mixture of residential, commercial, industrial, and public uses, and the undeveloped Los Angeles/El Segundo dunes located directly to the west of the airport. The airport is surrounded by the community of Westchester to the north, the City of El Segundo to the south, the City of Inglewood to the east, and the Pacific Ocean to the west. Figure 3.3 shows the FAA Airport Diagram for LAX.

3.2.3 Camarillo Airport

CMA is located in the southwestern corner of the City of Camarillo corporate limits, bordering unincorporated Ventura County land, and is approximately 40 miles west of VNY. It is a general aviation facility owned and operated by the County of Ventura Department of Airports. The airport does not accommodate commercial passenger flights, but the airport is classified by the FAA as a reliever airport for the Los Angeles area, meaning that it serves to relieve congestion at commercial service airports located in the region.

A recent count indicates there are 564 general aviation aircraft based at CMA. Approximately 154,000 aircraft operations occurred during the 12-month period ending in June 2006, and the airport had 4,650 business jet operations during 2006 (approximately 4% of such operations throughout the region). The airport features two runways and encompasses a 670-acre footprint. Takeoffs are prohibited at CMA between midnight and 5:00 am.

CMA is located just south of U.S. Highway 101 in an area that is partially developed. Agricultural land in active row-crop production surrounds CMA to the west, south, and east. The western and southern agricultural land is within the jurisdiction of the County of Ventura, while the eastern agricultural land is within the jurisdiction of the City of Camarillo. Land immediately north of the site is developed for industrial and commercial uses, and single-family development is located further northeast of the airport. Figure 3.4 shows the FAA Airport Diagram for CMA.

3.2.4 Chino Airport

CNO is located in the southern portion of the City of Chino corporate limits in southwestern San Bernardino County, approximately 60 miles east of VNY. It is a general aviation facility owned and operated by the County Department of Airports, with no commercial passenger operations, and is categorized as a reliever airport for the nearby Ontario International Airport.

By recent count, 620 general aviation aircraft are based at CNO. Approximately 165,000 total aircraft operations occurred there during the 12-month period ending June 2007, with approximately 1,480 business jet operations (1% of business operations throughout the region). CNO covers approximately 1,100 acres and maintains three runways. Two aviation museums are associated with the airport, which is a popular center for restoration of older and historic aircraft. There are no noise restrictions in effect at CNO.

CNO is located approximately three miles southeast of central Chino, within an area characterized by open space, active agricultural land, and industrial development, with some residential development located south of the airport. Land south and southeast of the airport is designated for future residential and commercial development. Figure 3.5 shows the FAA Airport Diagram for CNO.

3.2.5 William J. Fox Airfield

WJF is a one-runway, general aviation facility located on approximately 1,200 acres in the incorporated boundaries of the City of Lancaster in northern Los Angeles County, approximately 60 miles northeast of VNY. It is owned and operated by the County of Los Angeles Department of Public Works. No commercial passenger service is available at WJF.

WJF has approximately 195 general aviation based aircraft, and approximately 82,000 total aircraft operations occurred there during the 12-month period ending in May 2007. Business jet operations totaled approximately 500 during 2006, or less than 1% of the region's business jet operations. The U. S. Forest Service also maintains an air tanker base at the airport. No noise restrictions are in effect at WJF.

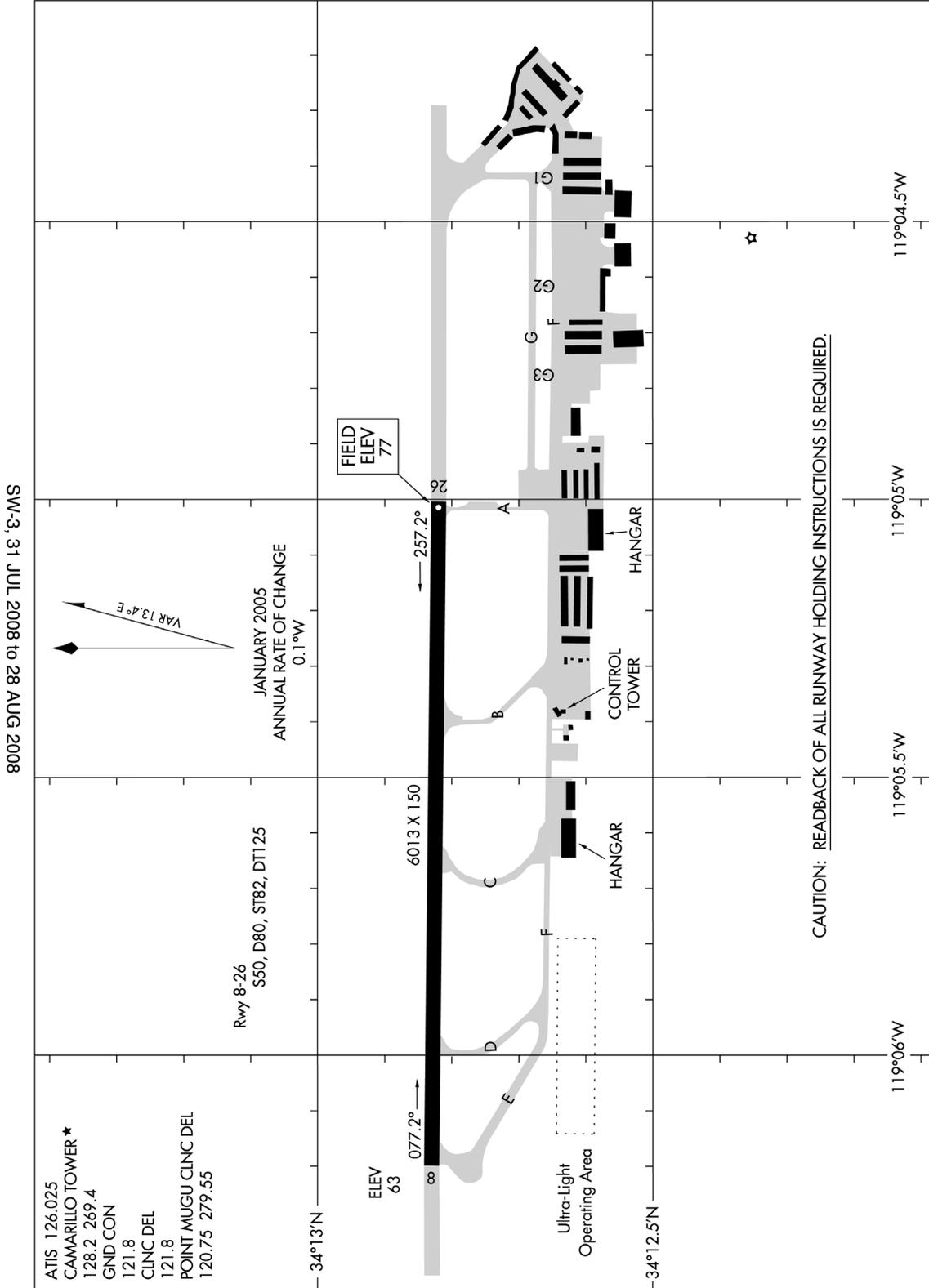
WJF is located in an undeveloped area designated for industrial use, and is approximately 3 miles northeast of the developed center of Lancaster. The western boundary of Edwards Air Force Base is located approximately 2 miles northeast of WJF. Figure 3.6 shows the FAA Airport Diagram for WJF.

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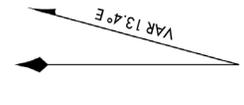
AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)
CAMARILLO, CALIFORNIA



SW-3, 31 JUL 2008 to 28 AUG 2008



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

Rwy 8-26
550, D80, ST82, DT125

FIELD
ELEV
77

ELEV
63

077.2°

6013 X 150

257.2°

- ATIS 126.025
- CAMARILLO TOWER ★
- 128.2 269.4
- GND CON
- 121.8
- CLNC DEL
- 121.8
- POINT MUGU CLNC DEL
- 120.75 279.55

34°13'N

34°12.5'N

119°06'W

119°05.5'W

119°05'W

119°04.5'W

CAUTION: READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 31 JUL 2008 to 28 AUG 2008

AIRPORT DIAGRAM

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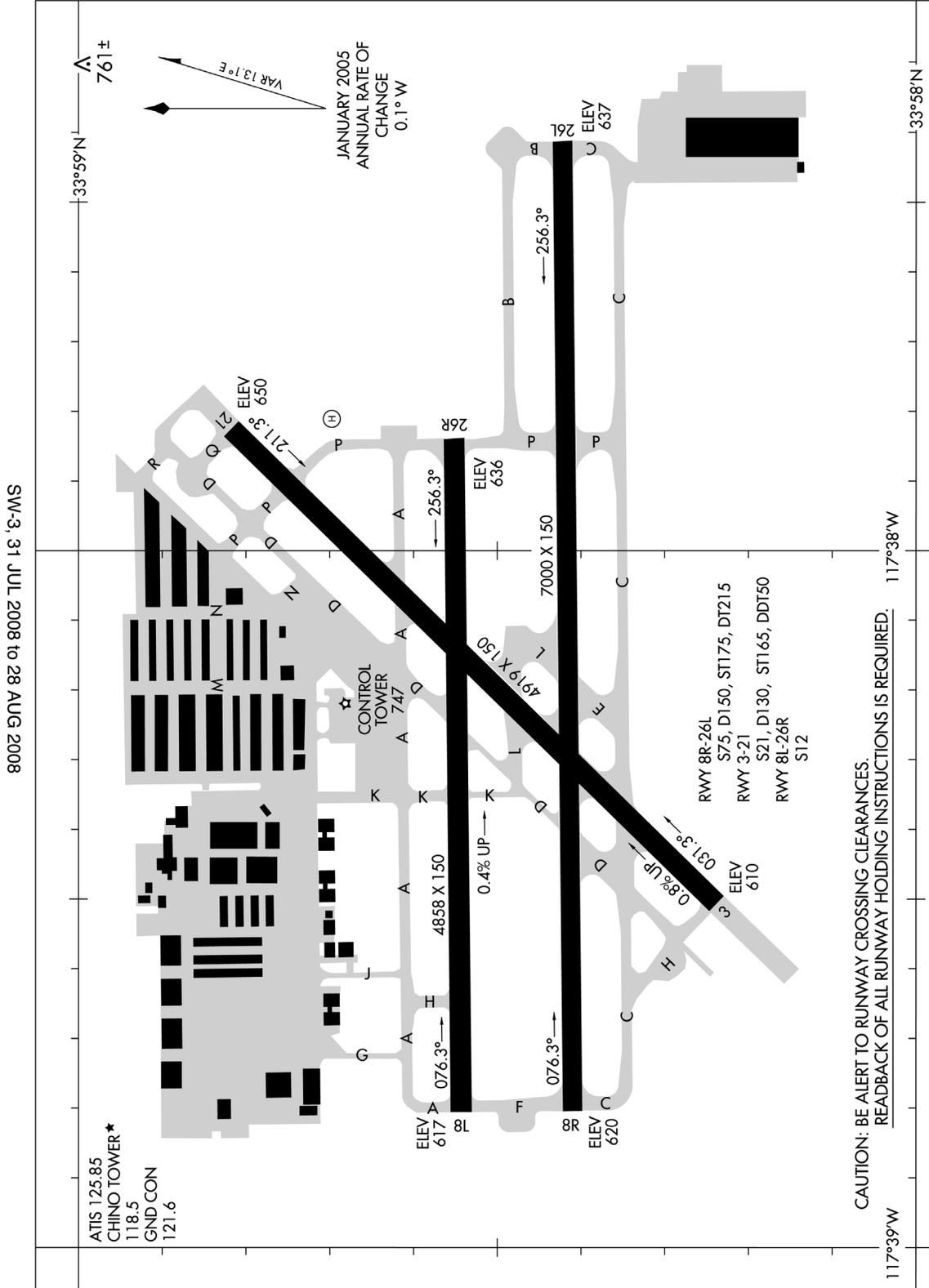
CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

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07354
AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
 CHINO, CALIFORNIA



07354
AIRPORT DIAGRAM

CHINO, CALIFORNIA
 CHINO (CNO)

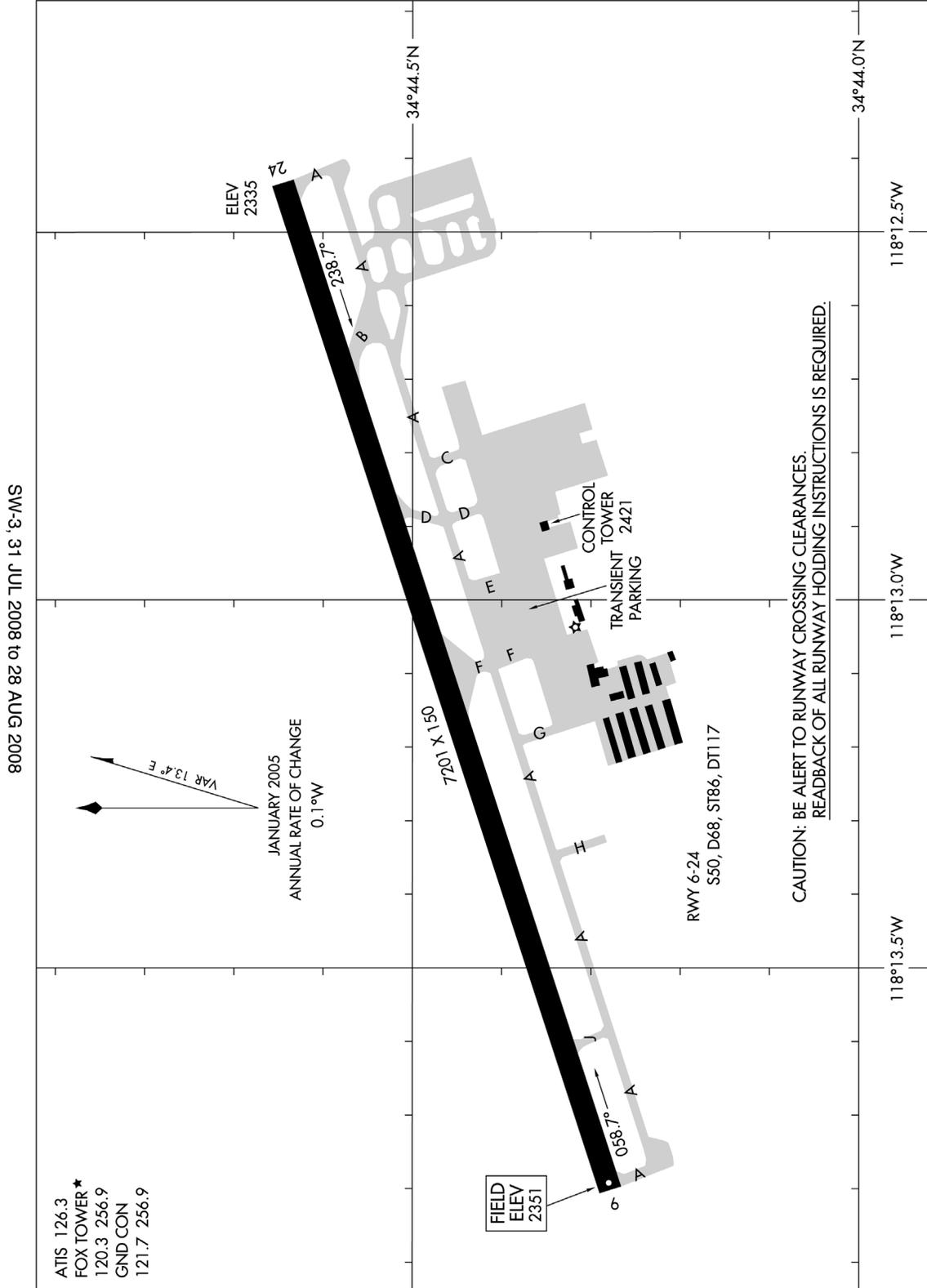
SW-3, 31 JUL 2008 to 28 AUG 2008

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AIRPORT DIAGRAM

LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)
AL-5065 (FAA)
LANCASTER, CALIFORNIA



SW-3, 31 JUL 2008 to 28 AUG 2008

AIRPORT DIAGRAM

LANCASTER, CALIFORNIA
LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)

07186

SW-3, 31 JUL 2008 to 28 AUG 2008

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