

Van Nuys Airport Part 150 Study



City of Los Angeles
LOS ANGELES WORLD AIRPORTS
Noise Compatibility Program Report
Prepared by: Environmental Management Division
Project Manager: Dennis Quilliam

BACKGROUND APPENDICES

Volume Three of Three

January 2003

Background Appendices
(Three separately bound volumes)

Volume 3 of 3

Public Mailing List used in Study
During the Years 2000-2001;

Proof of Publications for
Public Meeting Notifications (2000-2001);

Correspondence and Comments Received (2000-2001);

Correspondence and Responses Sent (2000-2003);

FAA Approved Methodology for
Modified Noise Profiles used in INM

**Public Mailing List used in Study
during the years 2000-2001**

VAN NUYS AIRPORT PART – 150 PUBLIC MAILING LIST

(used during the years 2000 – 2001)

- 1) Norm Anderson
15438 Marilla Street
North Hills, CA 91343
- 2) Brian Armstrong
P. O. Box 92007 WPC
Los Angeles, CA 90009
- 3) Celestine Arndt
18000 Karen Drive
Encino, CA 91316
- 4) David Augsburger
15236½ Dickens Street
Sherman Oaks, CA 91403
- 5) Carlos Biarriazia
11427 Oxnard Street., #9
North Hollywood, CA 91601
- 6) Charles Brink
P. O. Box 9333
Van Nuys, CA 91409
- 7) Sonja Brown
17170 Kinzie Street
Northridge, CA 91325
- 8) Lisa Levy Buch
Council District #11 (Cindy Miscikowski)
Mailstop 234
- 9) James Buorling
16434 Gilmore Street
Van Nuys, CA 91405
- 10) Sue Cone
5831 Natick Avenue
Van Nuys, CA 91411

- 11) Carl Davison
16212 Hamlin Street
Van Nuys, CA 91406
- 12) Joanna Drury
4571 Encino Avenue
Encino, CA 91316
- 13) Don Dufford
P. O. Box 8050
Van Nuys, CA 91409
- 14) Jan Feuer
5455 Sylmar #204
Van Nuys, CA 91401
- 15) Benjamin Fiss
Council District #5 (Mike Feuer)
Mail Stop 234
- 16) R. Flamen
19701 Koman Drive
Tarzana, CA
- 17) Jesus Garein
8750 Monogram Avenue
North Hills, CA 91343
- 18) Zan Green
18333 Hattaras Street, #122
Tarzana, CA 91356
- 19) Charles and Barbara Hand
17240 Quesan Place
Encino, CA 91316
- 20) Elizabeth Harris
1449 S. San Pedro Street
Los Angeles, CA 90015
- 21) Rebecca Harris
16641 Marquez Terrace
Pacific Palisades, CA 90272

- 22) Wallace Hunt
9720 Amestoy Avenue
Northridge, CA 91325
- 23) Patricia Hunt
9720 Amestoy Avenue
Northridge, CA 91325
- 24) Fern Isaacson
4734 Louise Avenue
Encino, CA 91316
- 25) Scott Jameson
15566 Hesby Street
Encino, CA 91436
- 26) Sandi Kart
4567 Greenbush Avenue
Sherman Oaks, CA 91423
- 27) Pat Kater
16149 Otsego Street
Encino, CA 91436
- 28) David Kessler
Federal Aviation Administration
P. O. Box 92007, WWPC
Los Angeles, CA 90009-2007
- 29) Muriel Kotin
15615 Castlewoods Dr.
Sherman Oaks, CA 91403
- 30) Alvin Kusumoto
6150 Van Nuys Blvd.
Suite 400
Van Nuys, CA 91401
- 31) Clay Lacy
7435 Valjean Avenue
Van Nuys, CA 91406
- 32) Joan Luchs
3309 Carse Drive
Los Angeles, CA 90068

- 33) Carol Medof
15900 Woodvale Road
Encino, CA 91436
- 34) Brian Moore
13730 Cumpston Street
Sherman Oaks, CA 91401
- 35) Marco Pereira
6724 Whitaker Avenue
Van Nuys, CA 91406
- 36) Ray Proknow
16324 Mandalay Drive
Encino, Ca 91436
- 37) David Rankell
P. O. Box 5223
Sherman Oaks, CA 91403
- 38) Barbara Rightman
16411 Londelius Street
North Hill, CA 91343
- 39) Jon Rodgers
P. O. Box 8437
Van Nuys, CA 91409-8437
- 40) Robert Rodine
14649 Tustin Street
Sherman Oaks, CA 91403
- 41) Raul Ruelas
8756 Monogram Avenue
North Hills, CA 91343
- 42) Jan Schneider
8727 Monogram Avenue
North Hills, CA 91343
- 43) Marcia Schok
15231 Magnolia #120
Sherman Oaks, CA 91403

- 44) Prudy Schultz
P. O. Box 3528
Van Nuys, CA 91407
- 45) Jan Shapiro
16766 Bosque
Encino, CA 91436
- 46) Jim Stewart
8552 Costello
Panorama, CA 91402
- 47) Alan Von Arx
16836 Gledhill Street
Northridge, CA 91343
- 48) Wendy Weiss
5140 Libbit Avenue
Encino, CA 91436
- 49) Jim Wildman
17416 Napa Street
Northridge, CA
- 50) Marsha Williams
15423 Sutton Street
Sherman Oaks, CA 91403
- 51) Marc Woersching
Los Angeles Planning Dept.
221 W. Figueroa Street, 9th Floor
Los Angeles, CA 90012
- 52) Regina Yates
13730 Cumpston Street
Sherman Oaks, CA 91401

**Proof of Publications for
Public Meeting Notifications (2000-2001)**

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES
CLASSIFIED

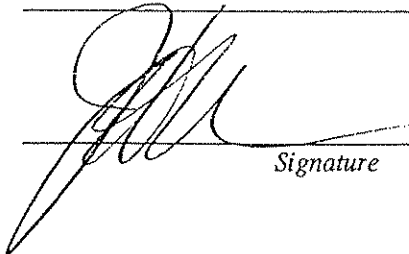
on the following dates:

7/26 7/30

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

07/30/01



Signature

CUSTOMER REF. # 150

Cal-Net Legal Advertising

California Network of Community Newspapers

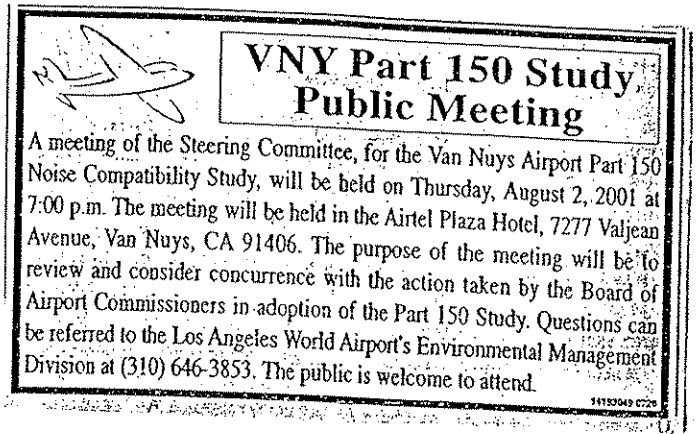
A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030
Phone: (213) 346-0039 Fax: (213) 687-6509

CN # 00619318 CUST # 013258



Proof of Publication of



**VNY Part 150 Study
Public Meeting**

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, August 2, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to review and consider concurrence with the action taken by the Board of Airport Commissioners in adoption of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

14123043 0230

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation, printed and published 7 times weekly in the Cities of Los Angeles, Burbank & San Fernando, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil). has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 27, 30,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,


California, this *30th* day of *July*, 20 *01*.....

[Signature]
Signature

Proof of Publication of

VNY Part 150 Study

Public Meeting Classified



VNY Part 150 Study
Public Meeting

A meeting of the Steering committee, for the Van Nuys Airport part 150 Noise Compatibility Study, will be held on Thursday, August 2, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to review and consider concurrence with the action taken by the Board of Airport Commissioners in adoption of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

CN619319 PUBLISH JULY 27, 30, 2001

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

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July 27, 30,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *30th* day of *July*, 20 *01*.....

Joseph L. Williams
Signature

Proof of Publication of

VNY Part 150 Study
Public Meeting *Main News*
pg 6

VNY Part 150 Study

Public Meeting

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Publish July 27, 30, 2001

CN619319

AGENDA

INTERNET AT <http://www.lawa.org>

OF MATTERS TO COME BEFORE THE BOARD OF AIRPORT COMMISSIONERS OF THE CITY OF LOS ANGELES CONVENED IN SPECIAL SESSION IN THE SAMUEL GREENBERG BOARD ROOM NO. 107/116 IN THE ADMINISTRATION BUILDING AT LOS ANGELES INTERNATIONAL AIRPORT, #1 WORLD WAY, P.O. BOX 92216, LOS ANGELES, CALIFORNIA 90009 ON THURSDAY, JULY 19, 2001 AT 9:30 A.M.

ROLL CALL: Mr. Alpert, Mr. Pak, Ms. Petersen, Mr. Schaffer, Mr. Valdry and President Agoglia

9:30 A.M. - DISCUSSION AND CONSIDERATION OF THE FORMAL AGENDA

Presentation for approval Minutes of the Regular Meeting of June 26, 2001.

LEGISLATIVE ADVOCATE REGISTRATION

THE CITY'S MUNICIPAL LOBBYING ORDINANCE (LOS ANGELES MUNICIPAL CODE SECTION 48.01 ET SEQ., AS AMENDED) STATES "EVERY LOBBYIST AND LOBBYING FIRM SHALL REGISTER WITH THE CITY ETHICS COMMISSION WITHIN 10 DAYS AFTER QUALIFYING..." CITY LAW DEFINES A "LOBBYIST" AS "ANY PERSON WHO RECEIVES OR BECOMES ENTITLED TO RECEIVE \$4,000 OR MORE IN COMPENSATION DURING ANY CALENDAR QUARTER TO COMMUNICATE DIRECTLY FOR THE PURPOSE OF INFLUENCING MUNICIPAL LEGISLATION ON BEHALF OF ANY OTHER PERSON."

TO ENSURE THAT ALL PARTIES WHO MAY BE SUBJECT TO THE LAW HAVE THE INFORMATION THEY NEED TO COMPLY WITH ITS PROVISIONS, THE SECRETARY TO THE BOARD WILL FORWARD COPIES OF ALL SPEAKER CARDS TO THE CITY ETHICS COMMISSION. FOR MORE INFORMATION ABOUT THE CITY'S LOBBYING LAW AND HOW IT MAY APPLY TO YOU, CONTACT THE ETHICS COMMISSION AT (213) 237-0310, OR AT 201 N. LOS ANGELES STREET, L.A. MALL, SUITE 2, LOS ANGELES, CA 90012.

JULY 19, 2001

ITEM 18. RESOLUTION NO. - APPROVE THE NOISE EXPOSURE MAPS AND THE
NOISE COMPATIBILITY PROGRAM AS ADOPTED BY THE VAN NUYS PART 150
STEERING COMMITTEE

RECOMMENDATION: Approval of the Noise Exposure Maps and the Noise
Compatibility Program as adopted by the Van Nuys Part 150 Steering Committee.
(Roger Johnson, 310-646-9640)

Moved by:
Seconded by:

Ayes:

Nays:

Discussion:

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES

on the following dates:

7/9 7/13

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

07/13/01


Signature

ROP

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Proof of Publication of

 **VNY Part 150 Study
Public Meeting**

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Monday, July 16, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

3490519 8729

CN # 00617826 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

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L. A. TIMES

on the following dates:

7/9 7/13

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

07/13/01



Signature

Legal/Class

CUSTOMER REF. # 150

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California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030

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Proof of Publication of



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14041950 0709

CN # 00617826 CUST # 013258



PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

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a newspaper of general circulation, printed and published 7 times weekly in the Cities of Los Angeles, Burbank & San Fernando, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 9,

all in the year 20 *01*

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *13th* day of *July*, 20*01*

Jaymie White
Signature

Proof of Publication of

VNY Part 150 Study

Public Meeting Main News

Paste Clipping
of Notice

pg 11

VNY Part 150 Study
Public Meeting

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Publish July 9, 13, 2001

N6-327

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

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July 9, 13,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Woodland Hills,

California, this *13th* day of *July*, 20*01*.....

Jaqueline White
Signature

Proof of Publication of

VNY Part 150 Study

Public Meeting class pg 6

Paste Clipping

<p>VNY Part 150 Study Public Meeting</p>	<p>A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Monday, July 16, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853.</p> <p>The public is welcome to attend. Publish July 9, 13, 2001</p>	<p>CN617827</p>
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PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES - *MAIN NEWS*

on the following dates:

6/12

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the following is true and correct.

Dated at Los Angeles, California on

06/12/01


Signature

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California Network of Community Newspapers

A Division of Metropolitan News Company

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CN # 00612961 CUST # 013258



Proof of Publication of



**VNY Part 150 Study
Public Meeting**

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, June 21, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

3481806 0612

PROOF OF PUBLICATION

(2015.5 C.C.P.)

**STATE OF CALIFORNIA
COUNTY OF LOS ANGELES**

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES - *CLASSIFIED*

on the following dates:

6/11

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

06/11/01

P. E. Portello

Signature

CUSTOMER REF. # VNY PART 150

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California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030

Phone: (213) 346-0039 Fax: (213) 687-6509

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13827430 0611

CN # 00612961 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES - MAIN NEWS

on the following dates:

6/15

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

06/15/01



Signature

CUSTOMER REF. # VNY PART 150

Cal-Net Legal Advertising

California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030

Phone: (213) 346-0039 Fax: (213) 687-6509

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346020 0615

CN # 00612961 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

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printed copy appeared in the

L.A. TIMES - CLASSIFIED

on the following dates:

6/15

I certify (or declare) under penalty of perjury that
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Dated at Los Angeles, California on

06/15/01



Signature

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06/15/01 09:15

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

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June 11,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,


California, this *13th* day of *June*, 20 *01*.....

Jay White

Signature

Proof of Publication of

VNY Part 150 Study
Public Meeting pg 12 Macer News

<small>REGISTRATION DIVISION</small>		VNY Part 150 Study Public Meeting
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PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident
of the County aforesaid; I am over the age of
eighteen years, and not a party to or interested
in the above-entitled matter. I am the principal
clerk of the printer of the

Daily News

newspaper of general circulation, printed and
published 7 times weekly in the Cities of Los
Angeles, Burbank & San Fernando, County of
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adjudged a newspaper of general circulation by
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has been published in each regular and entire
issue of said newspaper and not in any
supplement thereof on the following dates, to-
wit:.....

June 11,

all in the year 20 *01*....

I certify (or declare) under penalty of perjury that
the foregoing is true and correct.


Dated at Woodland Hills,

California, this *12th* day of *June*, 20 *01*.....

Nargala Witt
Signature

Proof of Publication of

VNY Part 150 Study
Public Meeting pg 8-Class

	<p>VNY Part 150 Study Public Meeting</p>
<p>A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, June 21, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend. Publish June 11, 15, 2001 CN612962</p>	

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation, printed and published 7 times weekly in the Cities of Los Angeles, Burbank & San Fernando, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil). has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:.....

June 15,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *15th* day of *June*, 20 *01*.....

Margaret White
Signature

Proof of Publication of

*VNY Part 150 Study
Public Meeting pg. 14 Classified*

<p>VNY Part 150 Study Public Meeting</p>	<p>A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, June 21, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend. Publish June 15, 2001</p>	<p>CN613437</p>
--	--	-----------------

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

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June 15,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Witness my hand and seal at Woodland Hills,

California, this *15th* day of *June*, 20*01*.....

Angela White
Signature

Proof of Publication of

*VNY Part 150 Study
Public Meeting pg 18 Main News*

VNY Part 150 Study
Public Meeting



A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, June 21, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

Publish June 15, 2001

CN613437

10/51/01 6/15/01

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES - MAIN NEWS

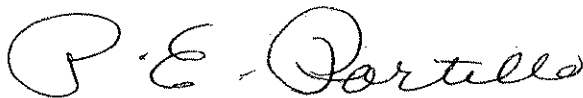
on the following dates:

5/21 5/25

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

05/25/01



Signature

CUSTOMER REF. # VNY PART 150

Cal-Net Legal Advertising

California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030
Phone: (213) 346-0039 Fax: (213) 687-6509

Proof of Publication of



VNY Part 150 Study
Public Meeting

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Tuesday, May 29, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 72 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

CN # 00610312 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES - *CLASSIFIED*


on the following dates:

5/21 5/25

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

05/25/01


Signature

CUSTOMER REF. # VNY PART 150

Cal-Net Legal Advertising


California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030

Phone: (213) 346-0039 Fax: (213) 687-6509

Proof of Publication of



**VNY Part 150 Study
Public Meeting**

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Tuesday, May 29, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.

13856419 0501

CN # 00610312 CUST # 013258



PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

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May 21, 25,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *25th* day of *May*, 20 *01*.....

Jacqueline White
Signature

Proof of Publication of

VNY Part 150 Study
Public Meeting - Main News



VNY part 150 Study
Public Meeting

VNY Part 150 Study
Public Meeting

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Tuesday, May 29, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend.
Publish May 21, 25, 2001

CN00610311

500276-01 52101

PROOF OF PUBLICATION AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

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May 21, 25,

all in the year 20 *01*.....

I certify (or declare) under penalty of perjury that the forgoing is true and correct.


Dated at Woodland Hills,

California, this *25th* day of *May*, 20 *01*.....

Jaymie Whit
Signature

Proof of Publication of

VNY Part 150 Study
Public Meeting - Classified

	VNY part 150 Study Public Meeting
<p>VNY Part 150 Study Public Meeting.</p> <p>A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Tuesday, May 29, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend. Publish May 21, 25, 2001</p> <p style="text-align: right;">CN00610311</p>	

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

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Dec 29, 30, 2000, Jan 5, 6, 2001

all in the year 2000 & 01

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this 8th day of Jan, 2001

Jaqueline White
Signature

Proof of Publication of

Public Notice

Paste Clipping
of Notice
SECURELY
In This Space

PUBLIC NOTICE

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Thursday, January 11, 2001 at 7:00 p.m. The meeting will be held in the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310)646-3853. The public is welcome to attend. CN 594298 12/29,30/00, 1/5,6/01

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES

on the following dates:

9/29 9/30

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

09/30/00



Signature

CUSTOMER REF. # NOISE

Cal-Net Legal Advertising

California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030
Phone: (213) 346-0039 Fax: (213) 687-6509

Proof of Publication of

PUBLIC NOTICE

A meeting of the Steering Committee,
for the Van Nuys Airport (VNY) Part
150 Noise Compatibility Study, will be
held on Tuesday October 10, 2000 at
7:00 p.m. The meeting will be held in
the Concorde Room I and II of the
Airtel Plaza Hotel, 7277 Valjean
Avenue, Van Nuys, CA 91406. The pur-
pose of the meeting will be to discuss
and consider for approval the Noise
Exposure Maps and the Noise
Compatibility Program of the VNY
Part 150 Study. Questions can be
referred to the Los Angeles World
Airport's Environmental Management
Division at (310) 646-3853. The public is
welcome to attend. CN 584828 9/29,
30, ~~10/28~~, 2000

11770731 0929

CN # 00584828 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

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Sept. 29, 30,

all in the year 20 *00*

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *5th* day of *Oct*, 20*00*

Jacqueline White
Signature

Proof of Publication of

Public Notice

Paste Clipping
of Notice
SECURELY
In This Space

PUBLIC NOTICE

A meeting of the Steering Committee for Van Nuys Airport (VNY) Part 150 Noise Compatibility Study will be held on Tuesday, October 10, 2000 at 7: 00pm. The meeting will be held in the Concorde Room I and II of the Airtel Plaza Hotel, 7277 Valjean Ave., Van Nuys, CA. 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Exposure Maps and the Noise Compatibility Program of the VNY Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646- 3853. The public is welcome to attend. CN584829

9/29, 30, 10/6, 7, 2000

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

I am a resident of Los Angeles County,
over the age of 18 years of age and not a party to
or interested in the matter noticed.

The notice, of which the annexed is a
printed copy appeared in the

L.A. TIMES

on the following dates:

10/6 10/7

I certify (or declare) under penalty of perjury that
the following is true and correct.

Dated at Los Angeles, California on

10/07/00



Signature

CUSTOMER REF. # NOISE

Cal-Net Legal Advertising

California Network of Community Newspapers

A Division of Metropolitan News Company

P.O. Box 60030, Los Angeles, CA 90060-0030
Phone: (213) 346-0039 Fax: (213) 687-6509

Proof of Publication of

PUBLIC NOTICE

A meeting of the Steering Committee, for
the Van Nuys Airport Part 150 Noise
Compatibility Study, was scheduled for
Tuesday, October 10, 2000 at 7:00 p.m. This
meeting has been rescheduled for
Wednesday, November 8, 2000 at 7:00 p.m.
The meeting will be held in the Concorde
Room I and II of the Airtel Plaza Hotel, 7277
Valjean Avenue, Van Nuys, CA 91406. The
purpose of the meeting will be to discuss
and consider for approval the Noise
Exposure Maps and the Noise
Compatibility Program of the Part 150
Study. Questions can be referred to the
Los Angeles World Airport's Environmental
Management Division at (310) 646-3853. The
public is welcome to attend. CN 585013
10/6, 7, 2000

1122207 1006

CN # 00585013 CUST # 013258



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

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Oct 6, 7

all in the year 20 00

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this 10th day of Oct, 20 00

Jaqueline White
Signature

Proof of Publication of

Public Notice

Paste Clipping
of Notice
SECURELY
In This Space

PUBLIC NOTICE

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, was scheduled for Tuesday, October 10, 2000 at 7:00 p.m. This meeting has been rescheduled for Wednesday, November 8, 2000 at 7:00 p.m. The meeting will be held in the Concorde Room I and II of the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Exposure Maps and the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 646-3853. The public is welcome to attend. CN 585014 10/6,7/00

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

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Oct 27, 28, Nov 3, 4,

all in the year 20 *00*

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this *6th* day of *Nov*, 20 *00*

Jacqueline White
Signature

Proof of Publication of

Public Notice

Paste Clipping
of Notice
SECURELY
In This Space

PUBLIC NOTICE

A meeting of the Steering Committee for the Van Nuys Airport Part 150 Noise Compatibility Study will be held on Wednesday, November 8, 2000 at 7:00 pm. The meeting will be held in the Concorde Room I and II of the Arroyo Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to discuss and consider for approval the Noise Exposure Maps and the Noise Compatibility Program of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Division at (310) 606-3833. The public is welcome to attend. (NS867)

10/27/00 11:34

MEETING DATE
NOVEMBER 8, 2000

PUBLIC NOTICE

A meeting of the Steering Committee, for the Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Wednesday July 12, 2000 at 7:00 p.m. The meeting will be held in the Concorde Room 1 of the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to consider for approval the Noise Compatibility Study and Noise Exposure Maps of the Part 150 Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Bureau at (310) 646-3853. The public is welcome to attend.

Published July 5th, 7th and 8th 2000

PUBLIC NOTICE

A meeting of the Steering Committee, for Van Nuys Airport Part 150 Noise Compatibility Study, will be held on Monday April 24, 2000 at 7:00 p.m. The meeting will be held in the Concorde Room of the Airtel Plaza Hotel, 7277 Valjean Avenue, Van Nuys, CA 91406. The purpose of the meeting will be to consider for approval revised forecasts for aircraft operations and review of the Noise Compatibility Study. Questions can be referred to the Los Angeles World Airport's Environmental Management Bureau at (310) 646-3853. The public is welcome to attend.

Published April 14 and 15, 2000

**Correspondence & Comments Received
(2000-2001)**



U.S. Department
of Transportation

**Federal Aviation
Administration**

OCT - 9 2001

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

Lydia Kennard
Executive Director
Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Ms. Kennard:

**Federal Aviation Regulation Part 150 Study
Receipt of Noise Exposure Maps and Noise Compatibility Program**

This letter acknowledges receipt of your submittal, dated September 21, 2001, of the Federal Aviation Regulation (FAR) Part 150 Noise Exposure Maps (NEMs) and Noise Compatibility Program (NCP) for the Van Nuys Airport. The Federal Aviation Administration has initiated a review of the NEMs pursuant to FAR Part 150, Section 150.21 and initiated a preliminary review of the NCP pursuant to Section 150.31.

If you have any questions concerning the FAR Part 150 process or other questions concerning the review of the NEMs and NCP, please call Brian Armstrong, Airport Planner, at (310) 725-3614. Thank you for your continued interest in noise compatibility planning.

Sincerely,

Original signed by:
HERMAN C. BLISS

Herman C. Bliss
Manager, Airports Division

/ Cc: Maurice Laham, Airport Environmental Manager

Board of Commissioners

From: Corey Weiss [CoreyW@socal.rr.com]
Sent: Sunday, September 30, 2001 9:14 PM
To: tedstein@msn.com; pdepoian@lawa.org; lkennard@lawa.org; laxboac@airports.ci.la.ca.us
Subject: AIRPORT NOISE MITIGATION

Importance: High

I plead with you to take in to consideration the living conditions of the residents of Encino and surrounding areas. As a long time resident of the San Fernando Valley, I have witnessed the increasing decline of our living conditions because of the Van Nuys airport, which continues to become a greater source of air and noise pollution.

I understand that the airport is a source of revenue for many but it is at the expense and comfort of local residents. It is numerous times weekly that I am woken late at night or early in the morning by noisy jets or helicopters. It is my best guess that none of you live in any proximity to the Van Nuys Airport or you would all be more sympathetic for the request of airport noise mitigation.

As a concerned resident of Encino, I will do whatever I can within my ability and which is fair to see the request I share with my neighbors implemented. While you may not take this offer seriously, I invite any of you to spend a night of your choice in my home and you will quickly see this is a serious request to curb the noise pollution.

Thank you in advance for your immediate consideration of this request.

Best,
Corey Weiss

Corey Weiss & Associates
"Entertainment & New Media Marketing"
www.CoreyWeiss.com
(310) 289-7279
corey@coreyweiss.com

Board of Commissioners

From: Pfkmat@aol.com
Sent: Saturday, September 29, 2001 3:00 PM
To: tedstein@msn.com; miscikow@council.lacity.org; weiss@council.lacity.org;
dzine@council.lacity.org; pdepoian@lawa.org; lkennard@lawa.org;
laxboac@airports.ci.la.ca.us; howard.berman@mail.house.gov
Subject: VNY

To:
Mr. Ted Stein, President

cc: Lydia Kennard, Executive Director LAWA
Phil Depoian, Asst. Executive Director LAWA
Honorable Howard Berman
Honorable Brad Sherman
Honorable Cindy Miscikowski
Honorable Jack Weiss
Honorable Dennis Zine
Honorable Alex Padilla
Honorable Nick Pacheco

Dear Mr. Stein,

Welcome back to the BOAC and the problems it faces.

I'm sure, while you have been off of this Board for awhile, you have probably kept up with what has been going on.

As a resident of the San Fernando Valley I have been quite interested in the situation at VNY and am also aware of the problems at LAX.

Of course, I must be honest in that my primary reason for writing you is due to the situation at VNY!

I have heard that you are intending to put together some noise round table and Helicopter noise groups, which I applaud.

However, after watching the Part 150 Steering Committee at work and the LAWA group at work all these years one gets very dubious as to the progress that will be made.

When committees are formed so that there is a definite bias on one side, those committees will take much longer to make decisions (in my opinion based on observance)

to show the public that they have listened long and hard and have take the time to look at both sides and then in they make a decision — in most cases based on the bias the committee started off with.

The fact that, due to the change in the guard there was an increased effort to pass

the Part 150 study was so obvious to all who attended those last few meetings that

it was laughable and very disturbing!

You were around the BOAC before and you are probably more familiar than I just how the jets became a reality at VNY.

The last time I was invovled with VNY was when there was an attempt to make it a commercial airport....we defeated that (FORTUNATELY FOR THE VALLEY).

Much to my embarrassment — without any notice — there were jets flying in and out of VNY, an airport surrounded by bedroom communities.

What a Crime!

What a Trajedy of justice!

Now when the community can be served in a proper manner, the community

loses, yet again!

I am hopeful that whatever committees you put together and whatever the make up of the BOAC/LAWA ends up being, it will be more attuned to a community that has been taken advantage of...for the sake of growth and dollars and nothing more!

People, in the long run, are still more important than uncontrolled growth.

People are more important than the businesses that have grown at VNY due to the unfair make up of the committees that make the decisions effecting the way of life of an entire community.

Had VNY been handled properly from the get go, those businesses would have been housed at other facilities where jets would be more appropriate, and the businesses that were there servicing the prop aircraft would still be there and still be making good money.

The few additional items the community was interested in with regard to the Part 150 Study, were simple little items to our way of thinking.

Particularly the changing of take offs and landings on weekends...it really ruins a chance to sleep in on Saturday or Sunday morning when jets roar overhead at 7am and most times 10 to 15 minutes before 7!

Thank you for listening and I urge you to be more careful in establishing committees that are obviously one-sided as they appear to have been in the past.

I know the committees have worked long and perhaps hard, but when you attend a meeting and are asked to speak on something that has already been voted on...well, it is a bit ridiculous, yes?

Cordially and a bit concerned,

Pat Kater
(818) 788-1682
email: pfknat@aol.com
16149 Otsego St.
Encino, CA 91436

Encino Community Council

J. Richard Leyner – President

Rickey Gelb – Vice President

Bill Jasper – Treasurer

Sharyn Yuloff – Secretary

Gerald Silver – Sergeant at Arms

August 23, 2001

Mr. Ted Stein
Board of Airport Commissioners
Los Angeles World Airports
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Stein:

The Encino Community Council (ECC) has been concerned about noise from Van Nuys Airport (VNY) since our inception. The ECC is a group of community citizens seeking to address a variety of Encino community problems.

We understand that Los Angeles World Airports (LAWA) is in the process of preparing a Part 150 Application soon to be sent to the FAA for review and approval. The measures approved by the Part 150 Steering Committee will in one measure or another begin to address some of the concerns we have about VNY noise.

However, in the rush to finish work on the Part 150 Study, the Steering Committee failed to address or approve several other major concerns. These include:

- Extending the weekend and holiday curfew from 7 am to 9 am;
- Define noise sensitive areas around VNY;
- Eliminate sight-seeing flights from VNY.

These are outlined in the Minority Report that was presented to the BOAC on August 2, 2001.

I ask that you use your best efforts to see that these significant issues are included in the Part 150 mitigation measures that are sent to the FAA.

Time is short since LAWA staff is currently working on the Part 150 Application. Please discuss this matter with other BOAC members, and if necessary, place the item on an upcoming BOAC agenda.

The inclusion by the new BOAC of these three additional measures in the Part 150 Application will be viewed as a very positive step in addressing the community's concern about VNY noise.

Cordially yours,

The Encino Community Council



J. Richard Leyner, President

Tel: 818 905 2400; Fax: 818 905 2425

cc: Councilwoman Cindy Miscikowski (via fax: 818 756 9175)



BY: ;
LAWA-BOAC-SEC

0189907273,
AT: 13108461897



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91428
Phone (818)990-2757

August 14, 2001

Ted Stein
Board of Airport Commissioners
Los Angeles World Airports
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Dear Ted:

On behalf of Homeowners of Encino and the Stop the Noise Coalition, a group of 30 community associations including the Sierra Club-Angeles Chapter, I would like to welcome you back to the Board of Airport Commissioners (BOAC). I look forward to working with you and the other BOAC members on various airport issues affecting our communities.

Among the major issues expressed by thousands of Valley residents are the need to:

- . Ban Stage 2 jets from VNY as soon as legally possible
- . Place a 10 pm to 7 am Curfew on helicopters
- . Eliminate sight-seeing flights from VNY
- . Place a cap on the noise contour of VNY and seek reduction in noise

As you know LAWA is in the process of preparing the Part 150 Application to be sent to the FAA for review and approval. Some of the measures approved by the Part 150 Steering Committee will in one measure or another begin to address some of the concerns expressed above.

However, in the rush to finish to work on the Part 150 Study, the Steering Committee failed to address or approve several other major concerns. These include:

- . Extending the weekend and holiday curfew from 7 am to 9 am
- . Define noise sensitive areas around VNY
- . Eliminate sight-seeing flights from VNY

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN., NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS ASSN WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

Page 2

These are outlined in the Minority Report that I presented to the BOAC on August 2, 2001. As you can see these measures have strong support from key elected officials.

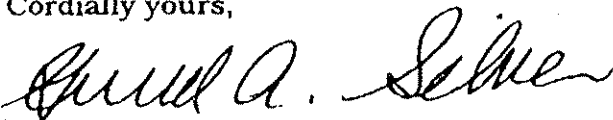
I ask that you use your best efforts to see that these significant issues are included in the Part 150 mitigation measures that are sent to the FAA. Time is short, since LAWA staff is currently working on the Part 150 Application. Please discuss this matter with other BOAC members, and if necessary place the item on an upcoming BOAC agenda.

These measures should be included in the Part 150 Application sent to the FAA, rather than sidetracking them in years of discussion in a "VNY roundtable", that is yet to be established.

The inclusion by the new BOAC of these three additional measures in the Part 150 Application will be viewed as a very positive step in addressing the community noise concerns.

Again, I welcome the opportunity to work jointly with you and the other airport commissioners in addressing VNY noise concerns.

Cordially yours,



Gerald A. Silver
President, Homeowners of Encino
Stop the Noise! Coalition

Cc: Homeowners associations, coalition members

Van Nuys Airport
Part 150 Steering Committee

MINORITY REPORT

**Noise Compatibility Plan (NCP)
Recommendations**

August 2, 2001

The undersigned, a minority of the Van Nuys Airport Part 150 Steering Committee submits the following Report with its recommendations to the Los Angeles Board of Airport Commissioners (BOAC), and the Federal Aviation Administration (FAA), for inclusion in the VNY Noise Compatibility Plan (NCP):

We agree with the Noise Compatibility Plan (NCP) recommendations submitted by the Majority of the members of the Van Nuys Airport Part 150 Steering Committee to the BOAC. These are constructive and positive steps aimed toward resolving the noise problems at Van Nuys Airport.

We ask that the following additional recommendations be included in the Noise Compatibility Plan (NCP) that is submitted to the FAA:

RECOMMENDATION #1

The Steering Committee Minority recommends that the VNY curfew be changed to extend the curfew on Saturdays, Sundays and holidays to 10 pm to 9 am. Other days remain the same with the curfew in place from 10 pm to 7 am.

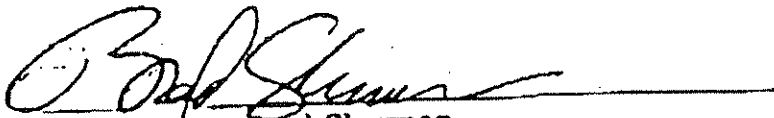
RECOMMENDATION #2

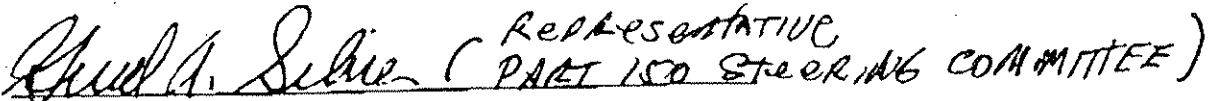
The VNY Part 150 Steering Committee Minority recommends that LAWA consider defining "Noise Sensitive Areas" around VNY, as appropriate. These areas may include parklands, public lands, housing and the like.


RECOMMENDATION #3

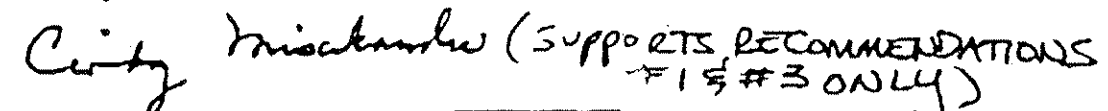
The VNY Part 150 Steering Committee Minority recommends the elimination of tourist and sight-seeing flights from VNY as a reasonable and non-arbitrary means of achieving noise reduction.


Respectfully submitted:

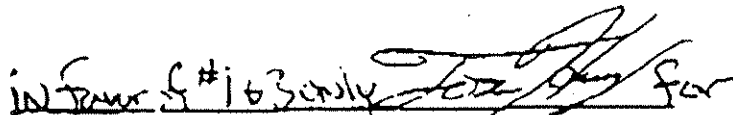

Congressman Brad Sherman


Congressman Howard Berman (REPRESENTATIVE
PART 150 STEERING COMMITTEE)


Supervisor Zev Yaroslavsky


Councilmember Cindy Miscakowala (SUPPORTS RECOMMENDATIONS
#1 & #3 ONLY)


Councilmember Jack Weiss (5TH COUNCIL DISTRICT
REPRESENTATIVE
PART 150 STEERING COMMITTEE)


Councilmember Dennis Zine (IN FAVOR #1 & 3 ONLY)

Board of Commissioners

From: Pfkmat@aol.com
Sent: Thursday, August 09, 2001 10:49 PM
To: laxboac@airports.ci.la.ca.us; lkennard@lawa.org; pdepoian@lawa.org
Subject: VNY Part 150 Study

As a concerned citizen and one who has attempted to follow the VNY deliberations, I am very disappointed in the fact that the Part 150 Advisory Committee failed to include the three simple items presented on behalf of the community.

I urge you to reconsider the items and include them in your FAA submission. I believe you are all aware as to what those items are, but to refresh your memory, I give you a streamlined list:

1. Extend the curfew hours on weekends and holidays by two hours to 9a.m.
That certainly shouldn't hurt anyone's flying activity as much as it hinders a community's ability to sleep in a bit longer on weekends!
2. Actually outline the Noise Sensitive Areas adjacent to VNY
3. Stop the scheduled tourist sight seeing flights...they are actually illegal according as ongoing scheduled activities are not part of the VNY operating charter.

These three items seem so logical and easy it was impossible to believe that they could not be included in your FAA REPORT.
AGAIN, WE URGE YOU TO RECONSIDER AND ADD THEM TO YOUR FAA REPORT.

THANK YOU,
Natalie and Pat Kater

ROBERT L. RODINE
14649 TUSTIN STREET
SHERMAN OAKS, CALIFORNIA 91403
818-789-7319

August 3, 2001

The Honorable Rockard J. Delgadillo
City Attorney
200 North Main Street
18th Floor
Los Angeles, California 90012

Dear Mr. Delgadillo:

This letter is written to complain formally about counsel rendered by a Deputy City Attorney in facilitating a subversion of the Brown Act. The people involved in the incident, I believe are, the Deputy City Attorney responsible for supporting the City Counsel; Mr. Tom Henry, a member of Councilmember Zine's staff; and Ms. Lisa Buch, a member of Councilmember Miscikowski's staff.

The facts as I understand them are as follows:

A. Background

1. In December, 2000 and January, 2001, in effort to organize and schedule the work of the Van Nuys Airport Part 150 Steering Committee, Chairman, Commissioner Mark Schaffer sent a memorandum to all members requesting that they submit the lists of the issues that they wanted the Committee to address in its proceedings. The list of measures already in hand was extensive and such an action was an appropriate approach to planning and agendaing the work. The response to that call for input was limited.

2. At sometime during the last several months, long after the work of the Committee was scheduled, two members submitted, by mail, written "motions" as requests for items to be considered by the Committee. These issues were submitted long after the Committee had adopted a procedural resolution for dealing with the process of addressing the list of measures to be considered.

3. Because the written motions were submitted in a fashion that didn't conform to the plan for dealing with the Committee's business, they were never included in the agendas of the Committee's last three or four meetings, nor did the sponsors of the issues ever move during Committee proceedings for addition of those issues to future agendas.

B. Brown Act Issue

1. The Committee meeting of August 2, 2001, was in view of the completion of all of the scheduled matters, the last meeting to be held. The Committee had addressed all of the measures placed on their list of action items, and in the interests of attaining the ultimate action for which they were established some ten years ago, the agenda for the August 2, meeting gave no indication of further work being contemplated. A copy of that agenda is attached.

2. Both Mr. Henry, a long time member of the Part 150 Committee, and Ms. Buch appear to have been concerned that the recently submitted written motions, would not be undertaken as part of the Committee's deliberations.

3. Recognizing that the August 2nd meeting was probably the last Part 150 meeting, Mr. Henry and Ms. Buch approached the City Attorney for counsel as to how they could have these matters considered by the Part 150 committee and directed to the Board of Airport Commissioners for inclusion in the final report to the Federal Aviation Administration, even though not noted on the agenda.

4. As they explained, in spite of the fact that the specifics of the two issues were not noticed for the public on the agenda of the August 2nd meeting, they were advised by the Deputy City Attorney that since the written communications were in the public domain (written communiqués submitted to a governmental body), it was appropriate to add those issues to the Motion relative to the unrelated matter as a recommendation for consideration by the Board of Airport Commissioners.

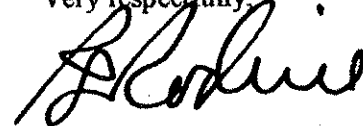
5. What ensued was an extensive discussion of the two issues, even though they were not on the Agenda, nor were they noticed to the public as specific matters of public business to be taken up at the meeting.

6. It is my understanding that the Brown Act is intended to insure the public that they will be made aware of all business to be considered by those charged with the process of governance. In this regard it was the Deputy City Attorney who gave counsel to the staff members for the process that clearly facilitated an excursion around the Brown Act. It was only because Mr. Henry invoked reference to the advice of the City Attorney, that the members of the Committee who were conscious of the potential problem deferred to Mr. Henry.

My view of this may be oversimplified, but it appears that what transpired at the Part 150 Committee meeting was that there was an attempt to legitimize the introduction of non-agenda items as a piggyback measures to a wholly unrelated agenda item. The public was not given any advance notice that the material would be considered, there was extensive discussion of this non-agenda matter and the specific issue was voted on by the Committee. But the problem is that all this happened because Mr. Henry and Ms. Buch sought the counsel of a Deputy City Attorney who apparently advised on the specific process for effecting this evasion of the law. The very law intended to protect the public from unscrupulous acts by those in responsible positions of governance.

I should be grateful for your consideration of this situation.

Very respectfully,



cc: Councilmember Cindy Miscikowski
Councilmember Dennis Zine
Commissioner Mark E. Schaffer,
Patricia V. Tubert, Esq.

MAILING ADDRESS:

CITY HALL
200 N. Spring Street
Room 405
Los Angeles, CA 90012
(213) 485-3486
(213) 485-8988 Fax
TDD (213) 473-5971



DISTRICT OFFICES:
19040 Vanowen Street
Reseda, CA 91335
(818) 756-8848
(818) 756-9179 Fax
TDD (818) 345-6624

Councilman
Dennis P. Zine
Third District

July 26, 2001

Mr. Deuk Perrin
18113 Calvert Street
Tarzana, CA 91335

RE: Part 150 Steering Committee

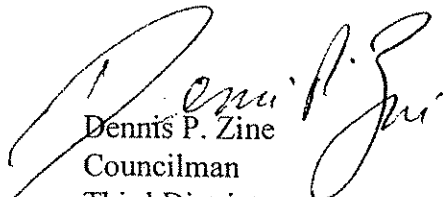
Dear Deuk.

Thank you for your invaluable participation as the Third Council District representative on the Part 150 Steering Committee.

As I feel it is important to have a member of my staff participate on this committee, effective July 27, 2001, I will be appointing my Deputy, Tom Henry to assume the role of representative on the Part 150 Steering Committee.

Again, thank you for your participation. I would like to call upon you in the future for participation on issues affecting the Third Council District.

Sincerely,


Dennis P. Zine
Councilman
Third District

cc: Maurice Laham
Los Angeles World Airports
#1 World Way
Los Angeles, CA 90045

*Thank you for
your years of
service to the
people of
Los Angeles &
the valley.*



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

July 25, 2001

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Committee Meeting: August 2, 2001
Location: Airtel Plaza, Van Nuys - 7 pm

RE: MOTIONS TO BE CONSIDERED AT AUGUST 2ND MEETING

**** PLEASE DO NOT DISREGARD THIS LETTER****

Before submitting the Van Nuys Airport (VNY) Part 150 Steering Committee recommendations to the BOAC, and then the FAA, it is imperative that the Committee consider several additional motions. These are described below, AND WERE SUBMITTED TO YOU IN ADEQUATE TIME FOR INCLUSION IN THE LAST STEERING COMMITTEE MEETING.

I and several other Committee members were dismayed to learn that these items were not presented for consideration, even though they were submitted in a timely manner and properly seconded.

If the Part 150 Study is to have any validity, it is essential that proper and fair procedures be followed. I am again requesting the following motions be presented to the Steering Committee, and this letter and my previous letter of July 9, 2001 be sent to ALL committee members. This may require sending this material by Federal Express, as was done by LAWA with the last change of Agenda item.

MOTION #1

Moved by Kenneth Millman, seconded by Gerald A. Silver:

"MOVED-- that the Steering Committee recommend that the VNY curfew be changed to extend the curfew on Saturdays, Sundays and holidays to 10 pm to 9 am. Other days remain the same with the curfew in place from 10 pm to 7 am."

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN. WOODLAND HILLS HOMEOWNERS ASSN.

MOTION #2

Moved by Gerald A. Silver, seconded by Wayne Williams

MOVED-- that the VNY Part 150 Steering Committee RECONSIDER Item #7, Establishing "Noise Sensitive Areas."

In a previous letter, I asked that the VNY Part 150 Steering Committee RECONSIDER Item #7, Establishing "Noise Sensitive Areas." During the discussion at a previous meeting, claims were made to the effect that "the entire Valley is noise sensitive," and therefore there was no purpose in establishing such areas around Van Nuys Airport (VNY).

It is unfortunate that the Committee did not have before it critical pieces of information that should have been reviewed before it took action. Clearly some areas of the Valley are more noise sensitive than other areas.

Last month I sent you a color map, published by the Los Angeles Planning Department that depicts land uses around VNY. This map clearly shows open space, public lands, housing, light and heavy industrial areas and the like. This should be studied by all members of the Steering Committee, before making recommendations regarding noise sensitive areas (Item #7), or route equalization measures (Item #10), to be reconsidered August 2nd.

I strongly urge you to make COLOR copies of this document and send them to each member of the Steering Committee. The black and white copies that were mailed last month are not adequate for the purpose. I again ask that COLOR copies of this crucial map be mailed to each committee member.

MOTION #3

Moved by Gerald A. Silver, seconded by Wayne Williams

MOVED: --" that the Part 150 Steering Committee recommends the elimination of tourist and sight-seeing flights from VNY as a reasonable and non-arbitrary means of achieving noise reduction."

Please see the copy of the motion attached hereto that was submitted to the Steering Committee chairman on July 16th, for more details.

MOTION #4

Moved by Gerald A. Silver, seconded by Wayne Williams

"MOVED-- that the Part 150 Steering Committee has worked diligently to assess all possible noise mitigation measures for the VNY Part 150 Noise Compatibility Study, and has evaluated each item, in light of the FAA's assessment. The Steering Committee moves that LAWA hold its recommendations until a new BOAC is in place, and then submit each item recommended by the Steering Committee to the FAA for inclusion in the final recommendations, and not edit, delete or overlook any recommendation."

I am very concerned that the lame duck BOAC may not agree with many of the Steering Committee's recommendations and may thus "toss out", ignore or overlook many of the key recommendations. The lame duck BOAC should not take any action on the Committee's recommendations until a new BOAC is in place and reflects the new Los Angeles City administration.

Finally, of great concern to many committee members is the hasty and careless manner in which the BOAC has sought to rush through the completion of the work of the Steering Committee. This effort has gone on for ten years and the last steps should not be jammed though in a matter of a few days before all motions before the committee have fully considered all matters before it.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: FAA, Mayor Hahn, elected officials, homeowner associations

MOTION BY GERALD A. SILVER, PART 150 STEERING COMMITTEE
Seconded by Wayne Williams

July 16, 2001

WHEREAS: There has been a large increase in the number of helicopter and fixed wing tourist and sight-seeing flights emanating from Van Nuys Airport (VNY)

WHEREAS: The Part 150 Steering Committee is seeking noise compatibility measures to reduce aircraft noise from VNY.

WHEREAS: There are currently no limits or restrictions on tourist or sight-seeing flights emanating from VNY.

WHEREAS: Tourist and sight-seeing flights from VNY are purely local in nature and do not involve interstate commerce.

WHEREAS: VNY is a political subdivision of a State ... that owns or operates an airport, it is not limited from carrying out its proprietary powers and rights.

WHEREAS: Other jurisdictions such as New York City, NY and Juneau, AK have already implemented or are seeking to implement their proprietor right to restrict sight-seeing flight as a means of reducing the impact of noise on residents.

WHEREAS: The Second District Court of Appeals has ruled that "the City's noise-related regulation of sightseeing flights from the seaplane base would fall comfortably with the proprietor exception ... the City's decision to reduce the number of flights at the seaplane base and to prioritize transportation over tourism were a reasonable means of achieving noise reduction ... the City's actions comported with their proprietary rights." [see SeaAir v. City of New York, decided May 22, 2001.]

WHEREAS: The SeaAir case enabled the implementation of restrictions on tourist and sight-seeing flights, without requiring a Part 161 Study.

WHEREAS the SeaAir case decided on May 22, 2001 was new information, not known or available to the VNY Part 150 Steering Committee.

MOVED: The Part 150 Steering Committee recommends the elimination of tourist and sight-seeing flights from VNY as a reasonable and non-arbitrary means of achieving noise reduction.

Notes:

Airline Deregulation Act of 1994, 49 U.S.C. § 40102(a)(25) (2000),
49 U.S.C. § 41713(b)(3) (2000).

SeaAir v. City of New York, Docket No. 00-9096, decided May 22, 2001, U.S. Court of Appeals for the Second District.

SeaAir NY, Inc. v. City of New York, No. 99 CIV 6055 JSM, 2000 WL 1201379

Nat'l Helicopter Corp. v. City of New York, 137 F.3d 81 (2d Cir. 1998).

CONGRESSMAN BRAD SHERMAN

24TH DISTRICT, CALIFORNIA

SERVING THE SAN FERNANDO AND CONEJO VALLEYS,
LAS VIRGENES AND MALIBU

COMMITTEE ON BANKING
AND FINANCIAL SERVICES

COMMITTEE ON
INTERNATIONAL RELATIONS

July 11, 2001



Mr. Maurice Laham, Environmental Management
Los Angeles World Airports
One World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Maurice Laham,

With respect to the VNY Part 150 noise mitigation measures, we believe that several unresolved issues remain to be carefully considered. Therefore, we request that the VNY Part 150 Steering Committee meeting scheduled for July 16, 2001, to be postponed until a later date.

We believe that the Steering Committee has not had enough time to study, analyze and discuss the various alternatives, including the new proposal submitted by Ken Millman. In addition, the BOAC is a lame-duck commission, and any action taking place should be postponed until a new board and a new mayor are in place. New Councilmembers Dennis Zine and Jack Weiss have not had enough time to study the subjects and have not been able to bring their Part 150 appointees up to speed with the current issues. These issues directly impact their constituents and it would be valuable on the part of the BOAC to allow them and their staff ample time to study and analyze the various mitigation measures that have been approved or those that are on the table.

If it is too late to postpone the July 16th meeting, then we ask that no action should be taken, short of allowing the issues to be analyzed and discussed on July 16th. This will give the new Steering Committee members time to catch up on the issues at hand. Thank you very much for your time.

Sincerely,

BRAD SHERMAN
Member of Congress

HOWARD BERMAN
Member of Congress

cc: Board of Airport Commissioners

WASHINGTON OFFICE:
1524 LONGWORTH BUILDING
WASHINGTON, DC 20515-0524
(202) 225-5911
FAX (202) 225-5879

PRIMARY DISTRICT OFFICE:
21031 VENTURA BOULEVARD, SUITE 1010
WOODLAND HILLS 91364-6400
(818) 999-1990
FAX (818) 999-2287

CONEJO VALLEY OFFICE:
2100 E. THOUSAND OAKS BLVD., SUITE F
THOUSAND OAKS 91382-2903
(805) 449-2372
FAX (805) 449-2376



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 280205
ENCINO, CA 91428
Phone (818)990-2757

July 9, 2001

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Committee Meeting: July 16, 2001
Location: Airtel Plaza, Van Nuys - 7 pm

RE: MOTION TO POSTPONE JULY 16TH MEETING AND REQUEST
THAT BOAC TAKE NO ACTION ON VNY PART 150 UNTIL NEW BOARD IS IN PLACE

In a previous letter, I asked that the VNY Part 150 Steering Committee RECONSIDER Item #7, Establishing "Noise Sensitive Areas." During the discussion at the last meeting, claims were made to the effect that "the entire Valley is noise sensitive," and therefore there was no purpose in establishing such areas around Van Nuys Airport (VNY).

It is unfortunate that the Committee did not have before it critical pieces of information that should have been reviewed before it took action. Clearly some areas of the Valley are more noise sensitive than other areas.

Last month I sent you a color map, published by the Los Angeles Planning Department that depicts land uses around VNY. This map clearly shows open space, public lands, housing, light and heavy industrial areas and the like. This should be studied by all members of the Steering Committee, before making recommendations regarding noise sensitive areas (Item #7), or route equalization measures (Item #10), to be heard on June 21st.

I strongly urge you to make COLOR copies of this document and send them to each member of the Steering Committee. The black and white copies that were mailed last month are not adequate for the purpose. I again ask that COLOR copies of this crucial map be mailed to each committee member.

In light of this information I believe that these matters need to be given careful consideration. I am therefore asking that the land use color map be distributed to each Committee member, and that Item #7 be RECONSIDERED, and that this material be evaluated before taking action on Item #10, route equalization measures.

It is also important to allow adequate time to consider a total night-time curfew on all jet

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN. WOOD AND HILLS HOMEOWNERS ASSN.

operations, both arrival and departures except for emergencies (Item #18). The Steering Committee needs to fully evaluate the impact of a total jet and helicopter ban (except for emergencies). Therefore adequate time needs to be set aside at the next meeting to fully consider this matter. The Committee needs to be provided with detailed analysis of the number and types of jets and helicopters that arrive and depart VNY during night hours.

I ask that the Committee be given a copy of the Night Departure/Arrival logs for the past year, including the log of night helicopter operations. These logs are available from LAWA. The brief summary table that you mailed out last month does NOT provide adequate information about night jet and helicopter operations.

I recently faxed you a copy of a more detailed helicopter curfew report that I ask be copied and sent to each member of the committee. This more detailed report will allow the Committee to make a reasoned determination regarding night-time operations. This item is extremely important and should not be glossed over.

Finally the Committee should consider some additional matters before concluding its deliberations:

I am very concerned that the lame duck BOAC may not agree with many of the Steering Committee's recommendations and may thus "toss out", ignore or overlook many of the key recommendations. The lame duck BOAC should not take any action on the Committee's recommendations until a new BOAC is in place and reflects the new Los Angeles City administration.

In this regard, I urge the Committee to consider at a later meeting the following MOTIONS:

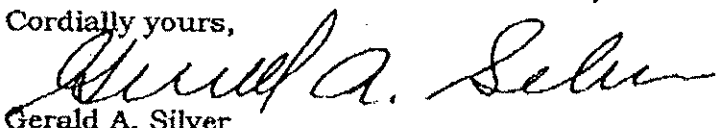
"MOVED-- that the Part 150 Steering Committee has worked diligently to assess all possible noise mitigation measures for the VNY Part 150 Noise Compatibility Study, and has evaluated each item, in light of the FAA's assessment. The Steering Committee moves that LAWA hold its recommendations until a new BOAC is in place, and then submit each item recommended by the Steering Committee to the FAA for inclusion in the final recommendations, and not edit, delete or overlook any recommendation."

I also believe that another motion has been submitted for consideration:

"MOVED-- that the Steering Committee recommend that the VNY curfew be changed to extend the curfew on Saturdays, Sundays and holidays to 10 pm to 9 am. Other days remain the same with the curfew in place from 10 pm to 7 am."

Therefore I ask that you postpone the July 16th meeting to a later date. If this is not possible, then I suggest that you assure the public that the Committee will take no action until the new Board and Mayor are in place. The July 16th meeting should only be informational to discuss mitigation noise measures, with NO ACTION taken.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

06/13/2001

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Committee Meeting: June 21, 2001
Location: Airtel Plaza, Van Nuys - 7 pm

RE: MOTION TO RECONSIDER NOISE SENSITIVE AREAS, AND REQUEST
THAT BOAC TAKE NO ACTION ON VNY PART 150 UNTIL NEW BOARD IS IN PLACE

Several pieces of key information have come to light that relate to the deliberations of the VNY Part 150 Steering Committee. I believe that Item #7, Establishing "Noise Sensitive Areas," should be RECONSIDERED by the Steering Committee. During the discussion at the last meeting, claims were made to the effect that "the entire Valley is noise sensitive," and therefore there was no purpose in establishing such areas around Van Nuys Airport (VNY).

It is unfortunate that the Committee did not have before it critical pieces of information that should have been reviewed before they took action. Clearly some areas of the Valley are more noise sensitive than other areas.

I am enclosing several items that I would like distributed to the Steering Committee in advance of the June 21st Committee meeting. These items address "Noise Sensitive Areas" (Item #7 and route equalization (Item #10):

1. Color map, published by the Los Angeles Planning Department that depicts land uses around VNY. This map clearly shows open space, public lands, housing, light and heavy industrial areas and the like. This should be studied by all members of the Steering Committee, before making recommendations regarding noise sensitive areas (Item #7), or route equalization measures (Item #10), to be heard on June 21st.

2. Article from the Los Angeles Times, June 10, 2001, "Limited Use of Santa Monicas Is Urged." This article describes Santa Monica Mountain parklands that the National Park Service has earmarked for recreational low-intensity use. The Santa Monica mountains are "one of the last Mediterranean-type ecosystems, and it shelters nine federally listed endangered animals...The Santa Monicas are also a cherished refuge for hikers, cyclists, equestrians and everyone else seeking an escape form the urban blanket of asphalt." They deserve the "noise sensitive" designation

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

In light of this information I believe that these matters need to be given careful consideration. I am therefore asking that each item above, including the land use color map be distributed to each Committee member, and that Item #7 be RECONSIDERED, and that this material be evaluated before taking action on Item #10, route equalization measures.

It is also important to allow adequate time to consider a total night-time curfew on all jet operations, both arrival and departures except for emergencies (Item #18). The Steering Committee needs to fully evaluate the impact of a total jet and helicopter ban (except for emergencies). Therefore adequate time needs to be set aside at the June 21st meeting to fully consider this matter. The Committee needs to be provided with detailed analysis of the number and types of jets and helicopters that arrive and depart VNY during night hours.

I ask that the Committee be given a copy of the Night Departure/Arrival logs for the past year, including the log of night Helicopter operations. These reports are available from LAWA. This will allow the Committee to make a reasoned determination regarding Item #18 (A total night-time curfew on ALL jet operations, both arrival and departures (except emergencies) between 10 pm and 7 am. This item is extremely important and should not be glossed over.

Finally I would like the Committee to consider some additional matters before concluding its deliberations:

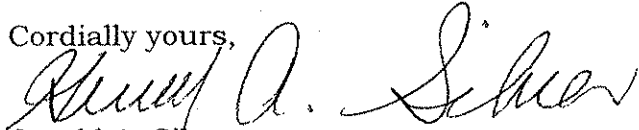
I am very concerned by the "rapid fire" nature in which the Steering Committee's work is being drawn to a close. The Part 150 Study has faltered for ten years, with little or no progress being made. Now that some constructive and concrete measures have been adopted, the lame duck BOAC is seeking to rush closure before all matters have been fully considered. I am particularly concerned that the June 21st meeting was called only a couple of weeks after the May 29th meeting. Several Committee members were out of the country for the past two weeks. The short time between meetings does not give them, nor the public, or panel members adequate time to gather and study data before the June 21st meeting. The amount of work that needs to be done may require at least one more meetings before submitting the Committee's recommendations to the BOAC.

I am also very concerned that the lame duck BOAC may not agree with many of the Steering Committee's recommendations and may thus "toss out", ignore or overlook many of the key recommendations. Please see the attached letter from the Los Angeles City Council to LAWA, expressing "outrage" in the manner in which the Retlaw project has moved forward, without adequate review. The lame duck BOAC should not take any action on the Committee's recommendations until a new BOAC is in place and reflects the new Los Angeles City administration.

In this regard, I urge the panel to consider the following MOTION:

"MOVED-- that the Part 150 Steering Committee has worked diligently to assess all possible noise mitigation measures for the VNY Part 150 Noise Compatibility Study; and has evaluated each item, in light of the FAA's assessments. The Steering Committee moves that LAWA hold its recommendations until a new BOAC is in place, and then submit each item recommended by the Steering Committee to the FAA for inclusion in the final recommendations, and not edit, delete or overlook any recommendation."

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

enc.

Limited Use of Santa Monicas Is Urged

Open space: Park Service plan would earmark 80% of the recreational area for low-intensity use.

By SUE FOX
TIMES STAFF WRITER

Determined to preserve open space, the National Park Service favors a plan to guide visitors away from much of the fragile landscape of the Santa Monica Mountains.

It represents the latest effort to balance conservation of natural re-

sources with access for the taxpayers who have spent more than \$420 million to create the nation's largest urban recreation area, a place many Angelenos consider their wild backyard.

With a tide of development licking at the fringes of the 150,000-acre Santa Monica Mountains National Recreation Area, planners have opted for a preservationist ethic that eventually could limit recreational uses.

The plan earmarks 80% of the land for low-intensity use: no overnight camping and no pets. Hiking, biking and horseback riding would be limited to designated trails. Fa-

cilities such as restrooms would be primitive (think wooden outhouses as opposed to cinder-block buildings housing rows of flush toilets).

Visitors would probably be shepherded onto formal trails rather than left to wander over improvised paths. Parking, signage and even rangers may be strategically used to guide people toward well-traveled routes like the Backbone Trail.

The plan also encourages people to visit during off-peak times such as weekdays and to use shuttle buses instead of cars to reach the mountains.

Now, just 30% of the recreation

area—including most of the public parkland—is considered subject to low-intensity use.

"The current thought is to try to hold on to the green spaces," said Adrienne Anderson, the National Park Service manager who supervised drafting of the plan. "When you look at an aerial photo, you have this little island of green in this huge area of development sprawling into the desert. It's frightening," she said. "It's all that's left."

Established by Congress in 1908, the recreation area's 235 square miles unfurl over 43 miles of moun-

Please see PARK, 2

Continued from B1

tains, valleys and coastline, from Point Mugu State Park in Ventura County to Griffith Park in Los Angeles. It is one of the world's last Mediterranean-type ecosystems, and it shelters nine federally listed endangered animals—including brown pelicans and southern steelhead trout—and three endangered plants.

The Santa Monicas are also a cherished refuge for hikers, cyclists, equestrians and everyone else seeking an escape from the urban blanket of asphalt. The recreation area's mandate is not only to protect nature, but also to "offer compatible recreation and education programs accessible to a diverse public," according to its mission statement.

About 33 million visitors use the area each year, nearly 10 times the 3.4 million who visit Yosemite, according to the National Park Service.

Growth Spreads Into Mountains

Most prefer the beaches, with fewer than 10% venturing into the mountains. And though there is little evidence that hikers and cyclists have degraded the Santa Monicas, park officials are concerned about a broader trend of population growth and unchecked development. The combined population of Los Angeles and Ventura counties has soared from 8 million in 1980 to nearly 10.3 million last year.

The growth has crept into the mountains as builders flatten hillsides to put up new subdivisions. In the western Santa Monicas, for instance, Los Angeles County officials have manipulated the local growth plan to allow developers to erect 2,200 homes on land designated for 1,000.

The vast majority of the recreation area remains undeveloped, and the new federal plan—the first revision in nearly 20 years—aims to keep it that way. By the time the final version is released in December, the plan will have incorporated suggestions from more than 70 local, state and federal agencies and 10 public meetings.

The 470-page document, written with the California Department of Parks and Recreation and the Santa Monica Mountains Conservancy, offers a broad-brush vision that would set the direction for more detailed plans to come. It describes five scenarios that empha-

size varying degrees of preservation, education and recreation, but recommends the option that highlights resource preservation.

Under this alternative, visitors would be guided away from sensitive resources such as archeological sites and toward high-intensity areas such as Paramount Ranch or the campgrounds at Malibu Creek State Park. That would minimize human impact on large belts of wildlife habitat.

The plan also proposes limited development, including an education center at Mugu Lagoon, an expanded campground for Circle X Ranch, a film history museum at Paramount Ranch, and a coastal boat tour that docks at the Santa Monica and Malibu piers. The new offerings would give people more to do at a few centralized locations, leaving the bulk of the parkland in a natural state.

"I think what they're trying to do is to focus the disturbance in as concentrated an area as they can,"

PARK: Limited Use of Santa

LOS ANGELES TIMES

Monicas Urged

said Rosi Dagit, a conservation biologist with the Resource Conservation District of the Santa Monica Mountains, a state agency.

"When you try to concentrate use in a few places, you sort of agree that you're going to lose those, in terms of their biological integrity, over time," she said. "That's the trade-off for protecting the rest."

Plan Called Framework for Future Use

So what does this mean for the thousands of visitors who romp through these hills on knobby-tired mountain bikes or along trails atop horses? Where will it leave hikers, bird-watchers and picnickers?

There will still be a place for all those activities, said Art Eck, the recreation area's superintendent. The plan is a framework for future use, Eck said, not a blueprint for individual sites and trails. Decisions on which trails to close or reroute

will follow over the next few years, as the Park Service devises a separate scheme for the 769 miles of trails wending through the recreation area.

"I think they're on the right track," said Milt McAuley, a well-known hiker and the author of seven trail guides to the mountains. "I look at it two different ways: I want to go hiking, but the trail does not help the environment. . . . And the environment is more important than anything else."

The plan's authority is limited, because more than half of the recreation area is privately owned. Two decades ago the National Park Service intended to buy 35,000 acres here within five years, but uneven federal funding and soaring land prices slowed the acquisition effort.

The Park Service holds about 22,000 acres—14% of the overall area—and the state (including the Santa Monica Mountains Conservancy) owns about 26%. Although the new plan sketches a vision for

the entire area, it cannot dictate use for private parcels. It merely prescribes how land should be used after it is acquired by a public agency.

"For much of the area, the hiking experience will be the Santa Monica Mountains experience," said Rep. Howard L. Berman (D-Mission Hills), who as a state legislator in the late 1970s led the movement to create the mountains conservancy. "I think it's a very good plan."

More Than 100 Testify at Hearings

Public reaction has been largely positive—"which was kind of shocking to us because we expected more controversy," Anderson conceded. More than 100 people testified during public hearings in February.

"I think it's a good balance between preservation and access," said Rich Ambrose, a mountain

biker who lives in Agoura Hills, according to a transcript. "I'm pleased to see that mountain biking will be allowed on the designated trails in the low-intensity areas."

Others objected that the plan does not allow for enough recreation. "I don't believe a plan which locks up these public lands as a preserve, as a 'do not touch' area . . . is really what the Santa Monica Mountains National Recreation Area was formed to be," said Don Schmitz, a resident who testified at a Malibu hearing.

Park officials said their aim is not to cordon off the mountains, but to encourage people and nature to coexist in a way that benefits both. "We're not trying to make decisions about whether people should be in the Santa Monica Mountains or not," Eck said. "They already are, and in fact the challenge is figuring out how to harmonize that [with natural resources], because they will always be part of the landscape."

Preserving Parkland

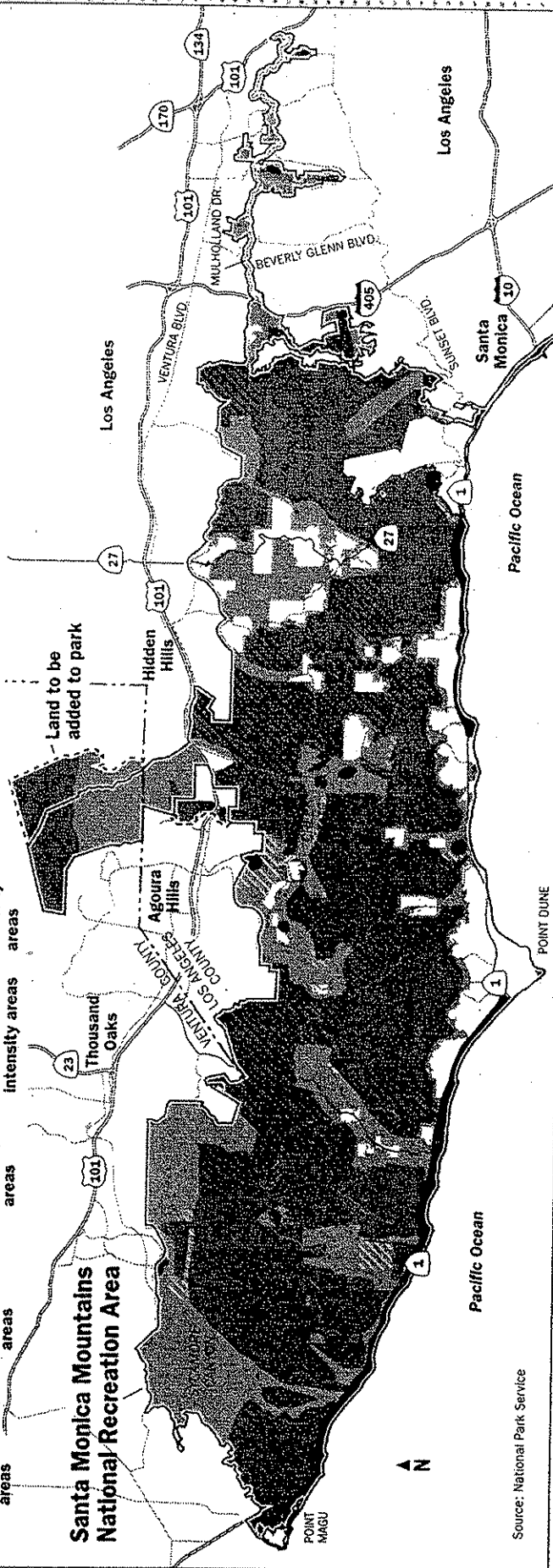
With population growth and development closing in on the Santa Monica Mountains National Recreation Area, the National Park Service has proposed a plan emphasizing resource protection. Eighty percent of the land would be reserved for low-intensity use.

Proposed land use

The National Park Service plan designates land use from low to high intensity. In low-intensity areas, people would have limited access to sensitive land, while moderate intensity would serve as a buffer for preservation areas. In high-intensity areas, some development would be apparent.

- Existing low-intensity areas
- Proposed expansion of low-intensity areas
- Existing moderate-intensity areas
- Proposed expansion of moderate-intensity areas
- Existing high-intensity areas
- Proposed high-intensity areas
- Urban landscape

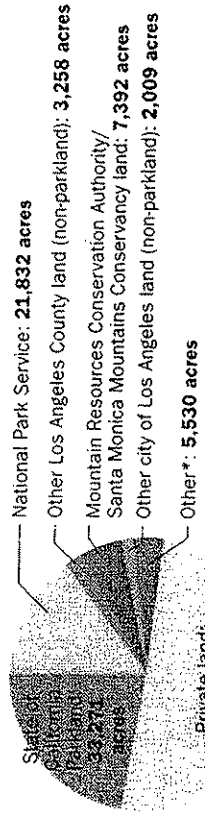
Santa Monica Mountains National Recreation Area



Source: National Park Service

Property owners

Land ownership within Santa Monica Mountains National Recreation Area boundary:



*Miscellaneous public land, COSCA open space, other federal land (non-parkland), Mountain Restoration Trust, Los Angeles County parkland, city of Los Angeles parkland, other state land (non-parkland)

Generalized Planned LAND USE

CITY OF LOS ANGELES

- | | | |
|---|--|--|
|  | Low Density Housing | 0.5+ to 7 units/acre
Minimum - Low II |
|  | Medium Density Housing | 7+ to 40 units/acre
Low Medium - Medium |
|  | High Density Housing | 40+ to 80+ units/acre
High Medium - Very High |
|  | Neighborhood Commerce/Parking | |
|  | Regional Commerce/Parking | |
|  | Light Industry/Parking | |
|  | Heavy Industry/Parking | |
|  | Open Space/Public & Quasi-Public Lands | |
|  | Freeways | |
|  | City Hall | |

NOTE: This generalized planned land use map is compiled from the City's 35 Community Plans and is not adopted by the City Council. See the most current Community Plan for desired information.

0 1 2 3 4 5 Miles

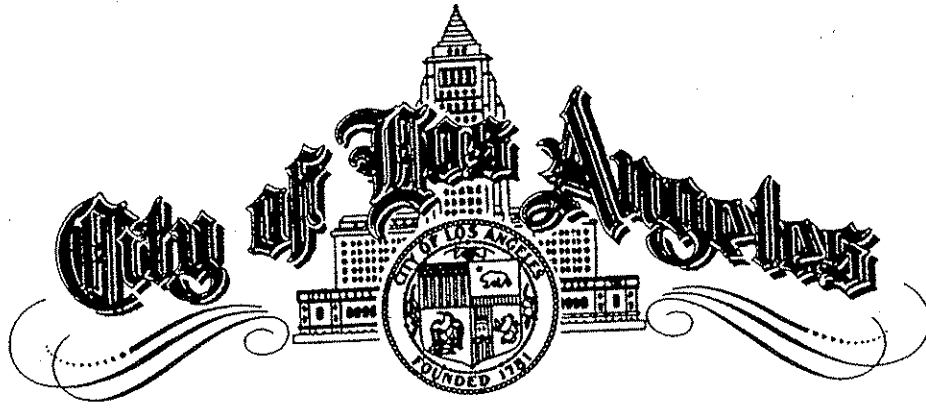
PREPARED BY THE DEPARTMENT OF CITY PLANNING AUGUST 1990



CITY
OF
SAN FERNANDO

VAN NUYS AIRPORT

L.A.
COUNTY



CITY HALL
LOS ANGELES, CALIFORNIA 90012
June 5, 2001

Lydia Kennard, General Manager
Los Angeles World Airports
#1 World Way
Los Angeles, CA 90045

Dear Ms. Kennard:

As you know, on Friday, June 1, 2001 the City Council voted 10-0 asking the Board of Airport Commissioners to extend the comment period to 90 days for the "Retlaw" RFP.

The Council is outraged that LAWA is moving forward with this RFP before a final determination has been made on the Van Nuys Airport Master Plan. In addition, the Citizens Advisory Committee (CAC) was not allowed to review or discuss this RFP before its release.

The City is at a critical juncture in deciding the future of the Van Nuys Airport. It is the belief of the Council that LAWA should be proceeding in a very cautious and consciences manner in dealing with projects at Van Nuys Airport. The fast track of this RFP does not give the Council confidence that all considerations are being taken into account by LAWA.

We strongly urge LAWA to extend the comment period for this RFP to 90 days and look forward to hearing from you personally on the airport's decision.

Sincerely,

Councilmember Laura Chick

Councilmember Cindy Miscikowski

Councilmember Ruth Galanter

Councilmember Hal Bernson

Councilmember Mike Feuer

Councilmember Alex Padilla

Councilmember Joel Wachs



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

05/20/2001

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Committee Meeting: May 29, 2001
Location: Airtel Plaza, Van Nuys - 7 pm

RE: RESPONSE TO YOUR ANALYSIS OF OUR SUGGESTED MEASURES - VNY PART 150

Thank you for your letter of April 30, 2001 in which you present the FAA's response, general comments and your recommendations regarding the 26 additional mitigation measures for the Van Nuys Airport (VNY) Part 150 Study presented by the Stop the Noise! Coalition.

I am pleased that you have seriously analyzed these key noise-reducing measures and recommend the inclusion of Items 1, 2, 3, 4, 7, 8, 9, 11, 12, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, and 26 in one form or another in the Noise Compatibility Program (NCP). These measures, if approved by the Steering Committee with those that have so far been approved will certainly help reduce noise from VNY.

I hope that you will provide adequate time to discuss your recommendations and the FAA responses in the next Steering Committee meeting.

I think it would be helpful to send each member of the Steering Committee a copy of the FAA's letter, dated March 26, 2001. This will allow each member the opportunity to see first hand how the FAA evaluates each measure. Some of these measures, as has been stated, will require a Part 161 Study. Even so, they should be included in the list of recommended measures. This will show a commitment by the BOAC to a broad range of noise reduction measures at VNY.

I am enclosing several items that I would like distributed to the Steering Committee in advance of the May 29th committee meeting. These items address the need for defining "Noise Sensitive Areas" (my item #7), airport "areas of influence" (my item #13), and the 12,500 lb. air taxi and charter weight limit (my item #17).

It is also important to allow adequate time to consider a total night-time curfew on all jet operations, both arrival and departures except for emergencies (my item #18). The Steering Committee needs to look hard at the long term impact of failing to place a cap on the number of Stage 3 jets that can use VNY. Without a cap, or some kind of controls on the growth of Stage 3 jets, there will be a huge increase in the noise contour around VNY. This increase could easily overshadow all other noise control measures combined in the NCP.

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO HILLSIDE COALITION, ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOODKNOLL COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN., NORTH RIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

Page 2

I believe that it is important that the Steering Committee first address the concerns set forth in the letter from Wayne Williams, January 26, 2001, before considering the motion to establish a technical committee, etc. Mr. Williams has suggested an excellent procedural methodology for considering each item with adequate public input, as well as from airport staff.

I do not recommend the establishment of a "technical committee". To do so would raise many unnecessary issues, such as the make-up of the "technical committee", Brown Act procedures, cause delays and remove much of the process from the public eye. Under no circumstances should the "technical committee" be empowered to veto an item from consideration by the whole committee. Policy matters rightly belong within the purview of the full Steering Committee.

Finally I wish to clear up my position regarding the imposition of a maximum 77 dBA noise limit at VNY. I was not advocating an "immediate" implementation of the 77 dBA, but rather a phase-out over several years as was initially "proposed" prior to 1990. This would in fact be in keeping with the provisions of the grand-fathered noise regulation proposal that was exempt from ANCA.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

enc.

Handwritten initials

6 ⁶

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

FAR PART 150 NOISE COMPATIBILITY PROGRAM

Chico Municipal Airport

Chico, California

CONCUR

NON CONCUR

Louis E. Marshall

9-9-96

Associate Administrator for
Policy, Planning and International
Aviation, API-1

Date

CONCUR

NON CONCUR

Nancy D. Libbre

9/18/96

Chief Counsel, AGC-1

Date

Approved

Disapproved

Sean Muland

9/18/96

Associate Administrator
for Airports, ARP-1

Date

RECORD OF APPROVAL

6

Chico Municipal Airport

Noise Compatibility Program

INTRODUCTION:

The Chico Municipal Airport, Chico, California, (CIC) Noise Compatibility Program (NCP) describes the current and future noise environment at CIC based upon the parameters as established in FAR 150, Airport Noise Compatibility Planning. The NCP includes noise control measures. The city of Chico proposes to continue existing noise mitigation measures and adopt new measures to enhance the airport's compatibility with the community, improve community relations, and prevent the creation of future incompatible land uses.

All proposed measures are included in Chapter III of the NCP. The recommendations below either quote or closely summarize the County's proposed actions. The statements quoted or summarized before the indicated FAA approval, or disapproval, do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

NOISE COMPATIBILITY PROGRAM MEASURES

I. Retain Measures Existing Prior to Development of Noise Compatibility Program. (Pages III-2 through III-3, NCP; Pages II-5, II-6, NCP)

A. Operational Policies

The city of Chico has established airport management and operational policies which have served to control the effects of noise from Chico Municipal Airport operations. These measures are proposed to be retained and are set forth below.

- The standard traffic pattern altitude for most aircraft is 1,500 feet MSL. Single engine aircraft must observe a 1,000 foot pattern altitude. Approaching aircraft should maintain as high as possible altitude until commencement of final descent.
- Posted signs directing, on departure from Runway 13L, high performance turbojet and heavy propeller driven aircraft to turn to a 080-degree heading until reaching 3,000 feet MSL (Mean Sea Level) to avoid direct overflight of central Chico.

6

Similar signs direct aircraft departing Runway 31R to climb straight out until reaching 3,000 MSL before turning. (Exhibit IV-1, NEM)

Approved. Maintaining these existing operational procedures is approved as voluntary when air traffic and weather conditions permit.

B. Land Use and Development Controls

The city of Chico can influence the policies of cooperating agencies which play various roles in the implementation of land use controls. The city of Chico will work with the Butte County and Butte County Airport Land Use Commission to protect Chico Municipal Airport from encroachment by noise sensitive or other noncompatible land uses. Local agencies will also require aviation easements from all new noise sensitive development in the airport environs.

Zoning. The city of Chico and Butte County have direct responsibility for the planning and zoning of the majority of land within the Chico Municipal Airport environs. As in the past, consideration of such factors as aircraft noise and overflight will continue to be undertaken when reviewing development proposals in the airport environs.

Easement dedication. The city of Chico currently requires the dedication of aviation easements for new noise sensitive land uses within areas impacted by noise levels of CNEL 55dB or greater. (Exhibit V-1, NEM). The city proposes to maintain this requirement. In addition, the Butte County Airport Land Use Commission (ALUC) has adopted the 1978 "Airport Environs Plan, Chico Municipal Airport" as their comprehensive airport land use plan (ALUP) to provide for the orderly growth of unincorporated areas around the Chico Municipal Airport. The plan does not currently require the dedication of easements.

Approved. This action is within the authority of local government and will result in the prevention of the creation of new incompatible land uses.

II. Implement New Noise Abatement Procedures.

A. Periodic Noise Modeling (Pages II-4, III-4, NCP)

The City of Chico should prepare updated noise exposure maps for Chico Municipal Airport at key air service milestones to reflect changes in aircraft operational activities and fleet mix.

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

B. Zoning controls (Pages II-5, III-4 through III-8, NCP)

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As forecasted noise impacts are less than those forecasted during the development of the 1978 "Airport Environs Plan", land use restrictions imposed by said plan will be modified to reflect impact areas as identified in the "Noise Exposure Map Report". Specifically, that land use compatibility standards contained in Table 1 of FAR Part 150 will be modified to reflect the relatively low ambient noise levels in the Chico area and be applied to the appropriate noise impact areas. The modified compatibility standards utilize the 60dB CNEL noise contour to determine compatibility as opposed to the 65dB noise contour utilized in FAR Part 150. Said standards are reflected in Table III-1 and implementation areas are depicted in Exhibit III-1.

In response to concerns regarding overflight activity, the development of new residential uses will be prohibited in the area defined in Exhibit III-1 as Zone A. This is the area subject to most low altitude overflight activity. Existing residential uses shall be permitted to remain in Zone A, and infill of the existing residential area would be allowed only in the area designated Zone A1 (outside of the CNEL 55dB contour). The area defined as Zone B is subject to less intensive overflight activity. In Zone B, no new single family residential uses will be permitted. Any approval of multiple family residential uses in Zone B shall contain conditions requiring the dedication of aviation easements to the airport operator and notification of potential tenants of overflight activity. Zone A and Zone B together represent the defined "Overflight Protection Zone" (OPZ).

The City of Chico and the Butte County ALUC have adopted the Land Use Plan depicted in Exhibit III-1 and the standards reflected in Table III-1 as the official Airport Land Use Plan for the Chico Municipal Airport (CNEL 60dB as the local deviation from the Federal table contained in 14 CFR Part 150).

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

C. Easement dedication (Pages II-5, III-8, NCP)

While overall noise impact areas are forecasted to be less than predicted in 1978, the areas subject to overflight remain constant due to the lack of change in flight track geometry. Even though these areas may be impacted to a level less than CNEL 55dB, aviation easements will be secured for new noise sensitive uses located in areas subject to overflight. As such both the city of Chico, Butte County, and the Butte County ALUC will adopt policies that require the granting of aviation easements for new noise sensitive land uses beneath both Zones A and B of the defined "Overflight Protection Zone" depicted in Exhibit III-1. The policy will require that the proponent dedicate an easement combined with a non-suit covenant that attaches to property title as a perpetual deed restriction.

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Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

D. Height restrictions (Pages III-8, Exhibit III-2, NCP)

Although not a component of the Noise Compatibility Program, the height of objects around airports is a concern that should be addressed. As such, the city of Chico, Butte county and the Butte County ALUC have adopted the FAR Part 77 surfaces, "Objects Affecting Navigable Airspace", as the height limit criteria for the airport environs. These restrictions have also been adopted as part of the Butte County ALUC Airport Land Use Plan for Chico Municipal Airport. These surfaces are depicted in attached Exhibit III-2.

Disapproved for the purposes of Part 150. Height restrictions are addressed under 14 CFR Part 77. FAA's decision not to include the height restriction portion of this element in the Part 150 approval does not indicate FAA's disapproval of the measure for Part 77 purposes or reflect on the effectiveness of the height restriction for purposes of aviation safety.

E. Requirement for Notice of Airport Noise (Pages II-5, II-6, III-8, III-9, NCP)

Local planning agencies will encourage the Butte County Board of Realtors to adopt a fair disclosure requirement for the sale or lease of homes or other noise sensitive real property within the Airport Influence Area (AIA) boundary. Whenever such property is offered for sale, rent or lease, the seller, lessor, broker, or agent will notify the prospective owner or tenant that the property is located in an area subject to potentially high levels of aircraft noise. Appendix C contains a sample form of real estate disclosure statement.

Approved. This action is within the authority of local government and will contribute to buyer awareness of noise levels.

F. Requirement for Acoustical Studies Within Areas Subject to Aircraft Noise Levels of CNEL 55dB and Above (Pages III-10, NCP; Exhibit I-2)

The purpose of this measure is to ensure that all proposed new noise sensitive land uses located within the CNEL 55dB noise contour (see Exhibit I-2) will be compatible with both California Noise Insulation Standards and local noise standards.

Title 25 of the California Code of Regulations specifies that proposed new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings within the CNEL 60dB noise exposure area are required to have an acoustical analysis showing that the structure attains an interior noise level of CNEL 45dB.

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Local agencies will supplement the provisions of Title 25 by requiring acoustical analyses for single-family detached dwellings within the CNEL 55dB noise contour. Through this process, builders and contractors will be notified early that an acoustical analysis will be required for all new noise sensitive land uses, including single-family homes, as a condition of building permit approval in areas exposed to airport noise levels of CNEL 55dB and above as set forth in the 1997 noise exposure map -- Exhibit III-1.

Approved. This action is within the authority of the local government. This measure is intended to ensure that new residential development exposed to CNEL 55dB and above will be provided with an interior environment of CNEL 45dB or less. Exhibit I-2 identifies areas within the CNEL 55 dB where this supplemental provision to Title 25 would be implemented.

G. Preferential Approach and Departure Flight Tracks (Exhibit IV-1, NEM; Page II-6, III-11, NCP)

Runway use patterns, driven by meteorological factors, including winds, establish the fact that the great majority of departures occur to the northwest utilizing Runways 31L/R. The area beneath the departure track is sparsely developed with scattered rural residential uses.

Currently, under Visual Flight Rules (VFR) conditions, turbojet and large propeller aircraft departing Runway 13L are requested to turn left to a heading of 080 degrees (magnetic) to avoid overflights of central Chico. This procedure benefits residents along the runway heading who would otherwise be routinely overflown by large aircraft. This procedure cannot be used during Instrument Flight Rule (IFR) conditions due to a lack of required terrain clearance to the east of the airport.

Approved. This action is approved as a voluntary measure when air traffic and weather conditions permit.

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H. Flight Procedures (Pages II-7, III-11, NCP)

Correspondence received during the preparation of the "Aircraft Noise Exposure Map Report" suggested modification to the VOR approach to Runway 31R. Specifically, it was suggested that the glide slope angle of the approach be raised to keep aircraft at higher altitudes during the approach, thus lessening noise impacts. While it must be noted that VOR approaches utilize a series of step-downs rather than a continuous glide slope angle, the idea of raising the altitudes of the various approach segments does have merit. Whether or not this can be done while maintaining the clearance standards required for instrument approaches must be determined by the FAA.

Currently most traffic pattern activity is located east of Highway 99. Notices will be published in various aeronautical guides either encouraging or restricting traffic pattern activity to that area east of Highway 99. This will insure that overflights at pattern altitudes do not occur west of the highway.

Disapproved pending submission of sufficient information to make an informed analysis. Insufficient information is presented in the NCP to evaluate the effectiveness of these measures.

I. Establish Interagency Coordination Procedures/Maintain Public Information (Pages II-10, III-12, NCP)

The city of Chico will take the lead in formulating an ongoing working relationship with local and regional planning agencies. The Airports Commission should serve as the forum for such procedures.

Approved. This action is within the authority of local government.

J. Signs (Pages II-10, III-12, NCP)

The Airport will post informational signs at the takeoff end of Runways 13L/R of Runways advising pilots of noise abatement procedures and to avoid noise sensitive areas, per the following example:

NOISE SENSITIVE AREAS

Residential area immediately southeast of Airport is noise sensitive.
Observe published noise abatement procedures.

Approved. Approval of informational signs can improve community relations and reduce overflights of noise sensitive areas; however, such signs must not be construed as mandatory air traffic procedures. The city should work with local Air

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Traffic personnel to establish mutually acceptable signage. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this action.

K. Noise Abatement Advisories (Pages II-10, III-12, NCP)

The Airport will update and distribute noise abatement information to pilots, flight instructors, and fixed base operators consistent with current publications.

Approved. This action is within the authority of local government and will improve noise awareness in the airport user community.

L. Flight Training/Compliance (Pages II-10, II-11, III-12, NCP)

All Chico Municipal Airport flight schools should continue to include noise abatement techniques in their curricula, and the Airport should continue to ensure familiarity with such procedures and the location of noise sensitive areas through frequent coordination with FBOs and flight schools.

Approved. This action is approved as a voluntary measure and will increase airport user awareness of noise sensitive areas.

M. Increased Pilot Awareness (Pages II-11, III-12, NCP)

The Airport will inform users of the important noise abatement procedures in effect at Chico Municipal Airport.

Approved. This action is within the authority of local government.



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

7

Subject:

VISUAL FLIGHT RULES (VFR) FLIGHT
NEAR NOISE-SENSITIVE AREAS

Date: 10/19/84

AC No: 91-36C

Initiated by: ATO-230

Change:

1. PURPOSE. This advisory circular encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths which will reduce aircraft noise in such areas.
2. CANCELLATION. Advisory Circular 91-36B, VFR Flight Near Noise-Sensitive Areas, dated March 19, 1982, is cancelled.
3. BACKGROUND.

a. The Federal Aviation Administration continually receives complaints concerning low flying aircraft over noise-sensitive areas. These complaints have prompted requests for regulatory action prohibiting low altitude flight over identified noise-sensitive locations. We believe that a satisfactory solution can be realized by means of a pilot/industry cooperative endeavor rather than through the regulatory process.

b. Increased emphasis on improving the quality of the environment requires continued effort to provide relief and protection from aircraft noise.

c. Excessive aircraft noise can result in discomfort, inconvenience, or interference with the use and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable near outdoor assemblies of persons, churches, hospitals, schools, nursing homes, noise-sensitive residential areas, and National Park Areas which should be preserved as important historic, cultural, and natural aspects of our national heritage.

d. Adherence to the practices described below would be a practical indication of pilot concern for environmental improvement, would build support for aviation, and forestall possible regulatory action.

4. VOLUNTARY PRACTICES.

a. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

b. Pilots operating fixed- and rotary-wing aircraft under VFR over noise-sensitive areas should make every effort to fly not less than 2,000 feet above the surface, weather permitting, even though flight at a lower level may be consistent with the provisions of Federal Aviation Regulations 91.79, Minimum Safe Altitudes.

AC 91-36C

10/19/84

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Typical of noise-sensitive areas are: outdoor assemblies of persons, churches, hospitals, schools, nursing homes, residential areas designated as noise sensitive by airports or by an airport noise compatibility plan or program, and National Park Areas (including Parks, Forest, Primitive Areas, Wilderness Areas, Recreational Areas, National Seashores, National Monuments, National Lakeshores, and National Wildlife Refuge and Range Areas).

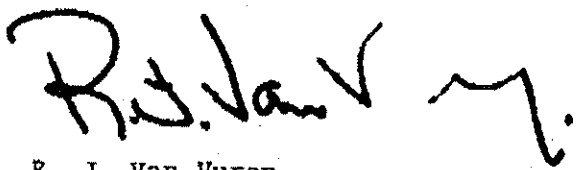
* For the purpose of this Advisory Circular, the surface of a National Park Area is defined as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.*

NOTE: The intent of the 2,000 feet recommendation is to reduce potential interference with wildlife, and complaints of noise disturbances from low-flying aircraft in canyons and valleys.

c. During departure or arrival from/to an airport, climb after takeoff and descent for landing should be made so as to avoid prolonged flight at low altitudes near noise-sensitive areas.

d. This procedure does not apply where it would conflict with air traffic control clearances or instructions or where an altitude of less than 2,000 feet is considered necessary by a pilot in order to adequately exercise his or her primary responsibility for safe flight.

5. COOPERATIVE ACTIONS. Aircraft operators, aviation associations, airport managers, and others are asked to assist in implementing the procedures contained herein by publicizing them and distributing information regarding known noise-sensitive areas.



R. J. Van Vuren
Associate Administrator for Air Traffic, AAT-1

7



April 28, 1994

City of Los Angeles Department of Airports
Richard J. Riordan, Mayor

Board of Airport Commissioners

Theodore Stein, Jr.
President

Patricia Mary Schnegg
Vice President

Martha Brown Hicks
Daniel P. Garcia
Warren W. Valdry

John J. Driscoll
Executive Director

Mr. Dale E. McDaniel
Deputy Assistant Administrator for Policy,
Planning and International Aviation
Federal Aviation Administration
800 Independence Avenue S.W.
Washington, D.C. 20591

Dear Dale:

Attached is a letter from Councilman Marvin Braude, President Pro Tempore of the Los Angeles City Council and representative of the Eleventh Council District, sent to Mr. Ronald Kochevar, Van Nuys Airport Manager, in response to a constituent's letter. Specifically, the constituent requests that the Councilman ask the Board of Airport Commissioners to designate the constituent's neighborhood as noise sensitive, per the provisions of Advisory Circular (AC) 91-36C. The proposed area for designation as noise sensitive is approximately two to four miles south/southeast of the airport. I have read AC 91-36C and have the following questions:

1) It does not differentiate between controlled and non-controlled airports. Because the bulk of the area we are being asked to declare noise sensitive is within the Van Nuys Airport (VNY) Class D airspace, what problems do you see regarding airspace issues if the Board were to approve this request? I am especially concerned with separation of helicopters and fixed-wing aircraft in the VNY traffic pattern and helicopters along the Ventura Freeway, which the FAA depicts as a primary helicopter route on the L. A. Basin Helicopter Chart; the chart does not list any maximum or minimum altitudes in the subject area.

2) Because other individuals or homeowners living inside and outside the VNY Class D airspace would probably immediately request that their neighborhoods be designated noise sensitive if the Board approves this request, how far does the Board's authority extend - only within the VNY Class D airspace or both inside and outside the airspace? (See the third question of the second paragraph of Mr. Braude's letter).

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3) If the Board wishes to consider designating this neighborhood noise sensitive, what criteria should the Board be concerned with? Should the same criteria be used when we receive subsequent requests for noise sensitive designations of other neighborhoods?

4) If the Board designates this neighborhood noise sensitive and an aircraft violates the provisions of the AC in the designated area, will the FAA take enforcement action if it can prove a violation of the AC or will the FAA expect the Board to take whatever action it deems appropriate?

5) Could you please provide me with the names of airports, whether controlled or uncontrolled, that may have used the provisions of this AC to designate noise sensitive residential areas near those airports.

I am concerned with the provisions of this Advisory Circular for two basic reasons:

A) The FAA appears to be giving airports the authority to control/affect/restrict airspace use, a domain that the FAA has historically had exclusive control over; and

B) The designation of this or any other residential neighborhood as noise sensitive would create a precedent and could mire my staff in a burdensome administrative review procedure as subsequent requests were received.

I look forward to your response.

Cordially,

John J. Driscoll
Executive Director

RJK:jh

Attach.

MAY 23 '95 09:37PM EXECUTIVE DIRECTOR

P.1/3



U.S. Department
of Transportation

Federal Aviation
Administration

MAY 10 1995

Mr. John J. Driscoll
Executive Director
Board of Airport Commissioners
City of Los Angeles
Department of Airports
Los Angeles, CA 90009-22216

Dear Mr. Driscoll:

We apologize for not responding sooner to the questions in your letter of May 23, 1994. In a letter to Congressman Bellenson on October 27, we mentioned that representatives from our Western-Pacific regional office would meet with you and Dr. Silver. We assumed that your questions would be addressed at that meeting, and were not aware, until recently, that you were still waiting for a response to your letter. We take seriously our obligations to respond to the public in a timely manner and sincerely regret any inconvenience caused by this misunderstanding.

Before addressing each of your questions, I would like to clarify the purpose of Advisory Circulars (AC) issued by the Federal Aviation Administration (FAA). The FAA issues ACs to inform the public of nonregulatory matters of general interest. The information in ACs is not binding unless incorporated into a regulation, therefore, there is no basis for enforcement action if the AC recommendations are not adhered to.

The information in AC 91-36C recommends good operating practices for pilots which, if followed, will reduce complaints of aircraft noise over sensitive areas. The AC was not intended to be used as a document for local authorities to "designate" noise sensitive areas for the purpose of requiring pilots to comply with its recommendations. Paragraph 5 of the AC, COOPERATIVE ACTIONS, which refers to "implementing the procedures," was written to promote maximum dissemination of the AC to pilots by parties outside the FAA to assist us in reducing the problems caused by aircraft noise.

In response to the questions in your letter, we offer the following:

Question 1: The AC encourages pilots to operate in a manner that will reduce aircraft noise over sensitive areas wherever such areas exist, whether in proximity to an airport or elsewhere. There is no differentiation between controlled and noncontrolled airports, or the type of overlying airspace, because the recommended practices in the AC do not supercede air traffic control instructions or regulations governing the operation of aircraft. Also, the AC is not a substitute for airport noise abatement procedures developed by airport

MAY 23 '95 03:37PM EXECUTIVE DIRECTOR

P.2/3

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authorities. Therefore, we see no problems with airspace matters if the Board of Commissioners were to identify the neighborhood as a noise sensitive area. The AC has no effect on the traffic patterns at Van Nuys Airport which are the responsibility of air traffic control.

The Ventura Freeway helicopter route does not depict maximum or minimum altitudes because the portion of the route that is within the Van Nuys Class D airspace is under the jurisdiction of air traffic control. When operating on that portion of the route, helicopters must be in communication with the Van Nuys Air Traffic Control Tower who will provide separation between that traffic and fixed-wing traffic as necessary.

Question 2: As we stated in the preceding answer, the identification of a noise sensitive area is not related to the type of overlying airspace. The Board will have to make its own determination regarding its authority to identify noise sensitive areas. The FAA actively supports the development of noise abatement initiatives by airport managers for airport operations. When an airport manager recommends a noise abatement procedure and that procedure is consistent with the safe and efficient use of airspace, the FAA cooperates fully in the development and publication of such procedures. The FAA also assists in increasing the awareness of air traffic controllers and pilots of noise ordinances and noise abatement procedures. For example, the Airport/Facility Directory informs pilots that the area surrounding Van Nuys Airport is extremely noise sensitive and provides telephone numbers for obtaining specific information. If the Board identifies a larger area as noise sensitive, the FAA will assist in the dissemination of that information.

Question 3: We recommend that the Board refer to Federal Aviation Regulations Part 150, Airport Noise Compatibility Planning for criteria to be used. Appendix A of Part 150 describes the development of noise exposure maps and lists compatible land uses based on yearly day/night average sound levels.

Question 4: As we indicated before, the AC is not regulatory, therefore the FAA has no basis for enforcement action against a pilot who does not adhere to the recommended practices. We can appreciate the Board's interest in taking action itself against pilots. However, such action would be beyond the Board's authority because the Federal Aviation Act clearly assigns sole authority to the FAA for the regulation of aircraft operations and the use of airspace.

Question 5: We have no information regarding any airport authorities who may have considered using the AC to designate noise sensitive areas. Our response to any such initiatives would be that the AC is not regulatory and cannot be used to impose restrictions on flight altitudes or the use of airspace.

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The AC was never intended to give the impression that FAA was relinquishing control or management of airspace to airport authorities. I hope we have clarified this issue in our responses to your questions. In addition, I hope that our explanation of the purpose of ACs and our referral to Part 150 will assist the Board in determining how to address the noise issues in the Van Nuys area.

If you have any questions, please contact me at (202) 267-3731.

Sincerely,

Harold W. Becker

Harold W. Becker
Manager, Airspace-Rules and
Aeronautical Information Division



7

COUNCILMAN
MARVIN BRAUDE

Eleventh District

City Hall
Los Angeles, CA 90012
(213) 485-3811

Valley Office
17547 Ventura Boulevard
(818) 756-8150

West Los Angeles Office
1645 Corinth Avenue
(310) 575-8461

Mr. John J. Driscoll
Executive Director
#1 World Way
Los Angeles, CA 90009
STOP 101

December 12, 1995

Dear Mr. Driscoll:

In March, 1994, I wrote a letter to Ronald Kochevar, Airport Manager of the Van Nuys Airport, regarding Dr. Gerald Silver's request to designate the area south of the Van Nuys Airport as a noise sensitive area. In this letter, which I have enclosed for your information, I asked several questions concerning this request.

Mr. Kochevar referred my questions to you and you sent the questions to Mr. Dale e. McDaniel of the F.A.A. On May 10, 1995, Harold W. Becker, Manager, Airspace-Rules and Aeronautical Information Division of the F.A.A. sent you a response.

Now, after all this time, I would still like to know what action you would take regarding the noise sensitive issue in light of the response from the F.A.A. I would also appreciate receiving your answers to the questions submitted in my original letter.

I look forward to your response.

Very truly yours,

MN:jh

cc: Dr. Gerald Silver, President
Homeowners of Encino
P.O. Box 260205
Encino, CA 91426

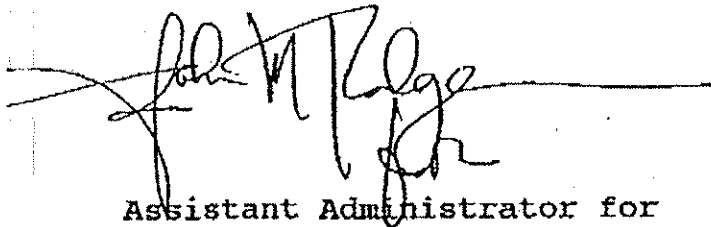
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FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
FAR PART 150 NOISE COMPATIBILITY
PROGRAM

Palo Alto Airport
Santa Clara County, CA

CONCUR NONCONCUR

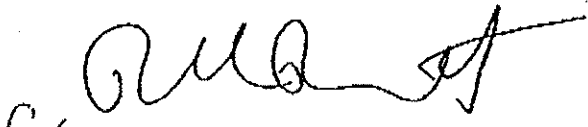


Assistant Administrator for
Policy, Planning, and
International Aviation, API-1

11/9/93

Date

✓

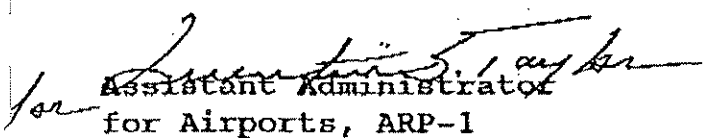


Chief Counsel, AGC-1

11/10/93

Date

APPROVED DISAPPROVED


for Assistant Administrator
for Airports, ARP-1

11/12/93
Date

✓

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tower and only if required as a result of a significant increase in business aircraft activity.

FAA Action: No action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

18. Establish Interagency Coordination Procedures/Maintain Public Information Program. As discussed in Chapter II, the County should take the lead in formulating an ongoing working relationship with the local and regional planning agencies. The Joint Community Relations Committee should serve as the forum for such procedures. Effective communication between agencies responsible for land use planning in the airport environs is essential.

FAA Action: Approved.

19. Signs. The Aviation Division should consider posting informational signs at the takeoff end of Runway 30 advising pilots of noise abatement procedures and to avoid noise sensitive areas, per the following example:

"NOISE SENSITIVE AREAS

Residential area approximately 1.7 miles northwest of Airport is noise sensitive. Observe noise abatement specifications of "Dumbarton Left" departure procedure. Maintain minimum 1,500' altitude when overflying residential areas of Palo Alto and Menlo Park."

FAA Action: Approved. Such signs must not, however, be misconstrued as mandatory air traffic procedures. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this action.

from T/A

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FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

F.A.R. PART 150 NOISE COMPATIBILITY PROGRAM

GLENDALE MUNICIPAL AIRPORT

GLENDALE, ARIZONA

[Signature]

Assistant Administrator for Policy,
Planning, and International Aviation, API-1

12/13/95

Date

CONCUR NONCONCUR

[Signature]
for Chief Counsel, AGC-1

12/27/95

Date

[Signature]
Associate Administrator for
Airports, ARP-1

12/27/95

Date

Approved

Disapproved

13

Approved. This measure is considered to be within the authority of the city of Glendale and the Maricopa County Flood Control District. This measure would help to prevent the introduction of new noise-sensitive non-compatible land uses into the vicinity of the airport.

4. In the unincorporated part of airport influence area, discourage the rezoning of Rural-43 areas to higher density residential zones.

Description of element: Maricopa County's existing zoning ordinance provides for rural, low-density residential development in the vicinity of the airport (Rural-43 zoning district). The ordinance also suggests that where "governmental facilities and services, public utilities and street access are available, or can be reasonably made available, applications for change of this zoning district will be given favorable consideration." This would permit allowing greater housing densities than is permitted in the Rural-43 district. The city of Glendale should adopt a formal policy discouraging or prohibiting the higher density single family residential development in the airport influence area. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-13, Table 7C)

Approved. This measure is considered to be within the authority of the city of Glendale.

5. Encourage fair disclosure of airport impacts to potential future property owners.

Description of element: The City of Glendale should enact a program of fair disclosure procedures within the airport influence area. The City should also encourage Avondale, Peoria, Phoenix, and Maricopa County to adopt fair disclosure procedures. This measure also recommends that the city of Glendale adopt the NCP as an element of its General Plan. (NCP Page 7-14, Table 7C).

Approved.

6. Through the rezoning process, prohibit homes in the 65 DNL and "runway approach areas." Require fair disclosure agreements and covenants in airport influence area.

Description of element: This measure would use the rezoning process to attach land use compatibility stipulations to property in the airport influence area. The measure would also have the City of Glendale encourage the cities of Phoenix, Peoria, Avondale and Maricopa County to do the same. This measure would also provide for fair disclosure to future property owners of the proximity of Glendale Municipal Airport. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-15, Table 7C).

Approved. Implementation of this measure is considered to be within the authority of the cities of Glendale, Phoenix, Peoria and Avondale, and Maricopa County.

7. Acquire homes and undeveloped land in the 65 DNL noise contour, based on 1999 noise with the Noise Compatibility Plan.

Description of element: The City of Glendale should purchase the residences located within the abated 1999 65 DNL noise contour, as illustrated on Exhibit 7F. These include one (1) conventional home and three (3) mobile homes. The City also should buy the undeveloped land within the 65 DNL contour that is presently zoned "Agriculture." This zoning permits a very limited amount of residential development. After the acquisition, the airport should hold the property for future approach protection. (NCP Page 7-16, Exhibit 7F, Table 7C).

Approved. It is noted that the Agriculture zoning classification would permit residential land use. Consequently, acquisition of the vacant property under this zoning would be consistent with the

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City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 648-5252 Telex 65-3413
Tom Bradley, Mayor

Board File

No. 2013.1Board of
Airport Commissioners

Wm. C. McGaughey
President
Lizabeth K. Armstrong
Vice President
Johnnie L. Cochran, Jr.
Mary Lou Cunningham
Samuel Greenberg

Clifton A. Moore
General Manager

RESOLUTION NO. 13369

WHEREAS, on recommendation of Management, there was presented for approval, reaffirmation and clarification of the Department's long-standing policy restricting Van Nuys Airport to general aviation (private and corporate aircraft) and unscheduled air taxi operations. Under the existing policy, scheduled commercial air carrier operations have been prohibited; and

WHEREAS, Van Nuys Airport, with more than 600,000 air operations per year, is the busiest general aviation airport in the world; and

WHEREAS, Van Nuys Airport, as a general aviation reliever airport for the Los Angeles basin, is committed to the purpose of providing facilities for general aviation, recreational and small business aircraft; and

WHEREAS, the City of Los Angeles, Department of Airports is committed to the concept that Van Nuys Airport should continue to be dedicated to general aviation users, and not to enlarge upon, expand or further the rights of commercial aviation users, be they scheduled or unscheduled; and

WHEREAS, unscheduled air taxi operations are defined as random, infrequent, on-call for hire operations, having no predetermined or set schedule, which utilize aircraft not exceeding 12,500 pounds maximum gross landing weight; and

WHEREAS, unscheduled air taxi operations have been permitted at Van Nuys Airport for a long number of years, provided such operations use aircraft weighing 12,500 pounds or less; and

WHEREAS, the addition of more commercial air carrier activity and the infusion of large commercial aircraft operations, be they scheduled or unscheduled, is not compatible with the Department's goal of providing a general aviation airport in the Southern California area; and

WHEREAS, the City of Los Angeles, Department of Airports owns and operates three (3) other airports in the Southern California region, Los Angeles, Ontario and Palmdale International Airports, which are available for the use of scheduled and unscheduled commercial air carriers; and

WHEREAS, other airports are also available for large scheduled and unscheduled commercial air carrier operations, including nearby Hollywood-Burbank-Pasadena Airport; and

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Resolution No. 13369

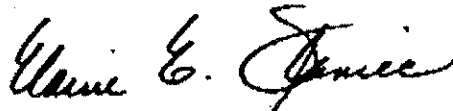
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WHEREAS, this action, as a continuing administrative activity is exempt from the requirements of the California Environmental Quality Act as provided by Article III, Section 2.f. of the Los Angeles City CEQA Guidelines;

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners determined that this action is exempt from CEQA requirements, reaffirmed its policy restricting Van Nuys Airport to general aviation and unscheduled air taxi operations, and specifically prohibited the operation of other scheduled and unscheduled air carrier commercial flights to and from Van Nuys Airport except with the express consent of the Board.

oOo

I hereby certify that the foregoing is a true and correct copy of Resolution No. 13369 adopted by the Board of Airport Commissioners at a regular meeting held Wednesday, October 27, 1982.



Elaine E. Staniec - Secretary
BOARD OF AIRPORT COMMISSIONERS

17

City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 646-5252 Telex 65-3413

Bradley, Mayor

RECEIVED

AUG 08 1984

August 3, 1984 ERNANI BERNARDI
Councilman, 7th District

1 of
City Commissioners

Deborah K. Armstrong
President
Joe L. Cochran, Jr.
Vice President
Lou Crockett
Daniel Greenberg
Merrill C. McGaughey

A. Moore
City Manager

The Honorable Ernani Bernardi
Councilman, Seventh District
Room 240 - City Hall
200 North Spring Street
Los Angeles, CA 90012

Dear Councilman Bernardi,

In response to your request for comments regarding expansion at Van Nuys Airport, I offer the following information.

Van Nuys Airport has been in existence since 1928 and has been part of the City of Los Angeles' airport system since 1949. During those years, Van Nuys has evolved in the same fashion as general aviation airports throughout the world, with air transportation becoming more commonplace, aircraft increasing in size and the growing use of jet aircraft.

While Van Nuys Airport has changed with the times, the number of aircraft operations (takeoffs and landings) has remained quite consistent through the years, averaging 546,930 operations per year over the past 20 years. The 1983 figure was 494,273; in 1976, the high year, operations totaled 618,694. These figures indicate that "expansion" in terms of numbers, is not the case.

Van Nuys Airport consists of 723 acres, and recent planned development of the few remaining acres has been split between aviation and non-aviation businesses. Environmental Impact Reports, which include public hearings and response to comments from the public and other agencies, are required for each project. These reports focus on community related impacts of development.

The purpose of this development is, of course, to assure that Van Nuys Airport is a self-supporting segment of the Department of Airports, rather than drawing from landing fees and other revenues at Los Angeles International Airport to assure the City's airport system is no burden to the City's taxpayers. An extensive economic impact study in 1979 shows an added benefit to the community of 1,800 jobs at the airport alone and a total economic impact of \$200 million annually.

There is little doubt that the number of jet operations could be considered an "expansion" over the past 20 years. However, a survey taken by the FAA tower at Van Nuys Airport late last summer showed that only 1.5

Page 2

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percent of 23,770 operations over a two-week period were by jet aircraft. Despite the small percentage, it is evident to all that jet aircraft noise is more irritating as well as heartening to realize that the newer jets are quieter.

In an effort to achieve a balance between the concerns of the Van Nuys Airport area community, the needs of the City of Los Angeles and the region served by the airport as a whole and the requirements of aircraft owners and operators, the Board of Airport Commissioners adopted in June, 1981, a noise abatement and curfew regulation which became a City Ordinance in August. With few exceptions, this regulation limits nighttime operations to those aircraft with takeoff noise levels identified by the FAA as 74.0 dba or lower (sound level of noisiest propeller aircraft). The regulation also prohibits repetitive aircraft operations and engine runups and establishes a preferential runway during nighttime hours.

file
These evening operations are closely monitored by Van Nuys Airport police, and charges that "offenders are not even fined" are untrue. Of the 17 violations reported, 10 cases have been filed in court, and fines ranging from \$200 to \$750 have been collected. Those cases not filed include medical emergencies or out-of-state offenders.

With these and other efforts, the Department of Airports has been able to maintain a noise level at Van Nuys that, according to criteria contained in the State noise law, impacts five residences near the airport boundaries.

This relatively small impact to residents also can be credited to the Los Angeles Planning Commission and City Council, which recognized years ago the need to protect the integrity of both the community and the airport as the San Fernando Valley mushroomed and air transportation evolved. For many years long-range community plans approved by the City Council have been in place to assure mutual compatibility, including appropriate commercial and industrial zoning in the area surrounding most of the airport.

A general aviation airport is frequently believed to be limited to the activities of recreational flying, whereas in reality it serves a far greater segment of the air transportation industry -- the business community, military, emergency services, for example -- and, as in the case of Van Nuys, is often designated by the Federal Aviation Administration as a reliever airport for general aviation purposes in order to reduce air traffic congestion at air carrier fields in the area.

Throughout the years Van Nuys has served as an airfield for a variety of aircraft of all sizes up to the runway weight limit of 325,000 pounds. Examples include the fleet of the Air National Guard using the field over the past years and the DC-10s flown in last summer for modifications by a firm based at Van Nuys. Many years ago Van Nuys served as the alternate field for Western Airlines when Los Angeles International was fogged in.

Page 3

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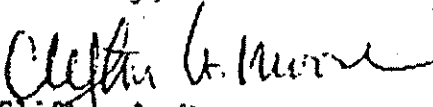
Some concerns about "expansion" may be related to the premature introduction in April of a request for the Board of Airport Commissioners to consider establishing a realistic weight limit for non-scheduled air taxis, in accordance with current Federal definitions, rather than the 12,500 pounds noted in Department of Airports policy.

This weight limit was based on an FAA definition of air taxi and third level carrier aircraft that has since been eliminated as obsolete, but has remained in Department of Airports policies since 1969 when the Board of Airport Commissioners acted to prohibit the use of Van Nuys Airport for scheduled airline activities. Many of the aircraft currently used for air taxi service exceed 12,500 pounds, although the newer jets, though heavier, generally emit lower noise levels. Before the Commission takes any action to alter the policy, the Environmental Impact Report process must be carried out, including hearings for public comment.

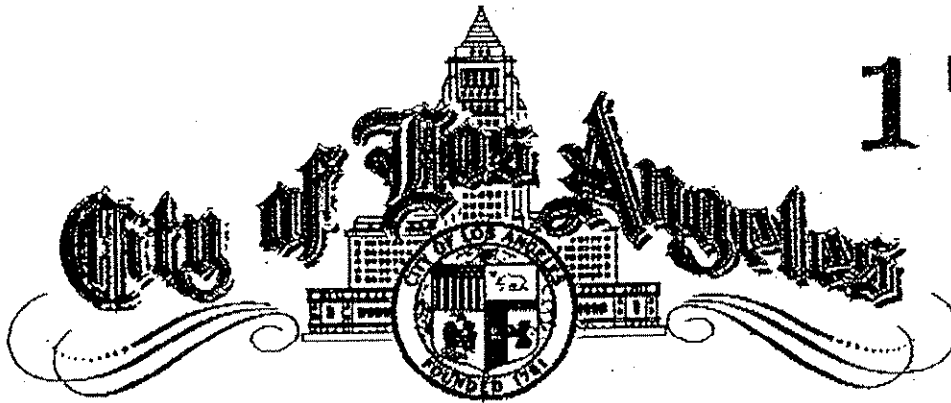
It should be pointed out that air taxi operations are a very small percentage of the activities at Van Nuys Airport. In 1983 there was a total of 438 air taxi takeoffs or landings, an average of 1.2 per day; however, it is understandable that a resident impacted by jet aircraft noise has no way knowing the type of activity in which the jet overhead is involved.

Please be assured that the Los Angeles Department of Airports is committed to a policy of taking the community concerns into account while still providing the facilities for the air transportation system so essential to our City.

Sincerely,


Clifton A. Moore
General Manager

CAM:VYB:rh



17

CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 488-3311

OFFICE OF THE MAYOR

TOM BRADLEY
MAYOR

July 25, 1984

Mr. Gerald A. Silver
President,
Homeowners of Encino
Post Office Box 453
Encino, California 91426

Dear Mr. Silver:

Thank you for your letter concerning the development of Van Nuys (VNY) as it relates to the surrounding community. Noise is subjective and as such people living a considerable distance from the source can be and are affected; I can, therefore, appreciate residents of Encino experiencing unwanted noise generated by aircraft operations at VNY.

As a City official in various capacities over the past 40 years, I have watched VNY evolve over time, and I agree with you that its character is different now from what it was previously. At the present time, I am told, out of a total of 1,250 aircraft based at the Airport, 68 are jet powered. Moreover, the total number of aircraft operations has diminished from over 600,000 in 1976 to less than 500,000 at the present time. Again, the vast majority of these operations are by piston powered aircraft and not jets.

An investigation revealed that it was through inadvertence that the suggested air taxi and non-scheduled operational policy was placed on the April 25th Board of Airport Commissioners Agenda for action. This was simply an honest mistake. The agenda item should have been for authorization by the Commission to initiate an adjustment to the policy, rather than a revised policy for consideration. The Commission did not find out that the policy was placed on the agenda until it was too late to delete it and send out an amended agenda. This really distressed the Commission, but the only thing left to do was for the Board to apologize to those in attendance and instruct management to make sure the proposed policy be subjected to full disclosure through the

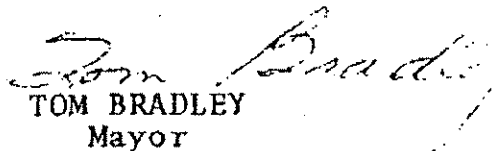
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environmental assessment process with input from the community prior to consideration.

The officials comprising the Board of Airport Commissioners are an outstanding group of dedicated citizens that spend considerable time and energy in making the Airports under their control and the surrounding communities as compatible as possible. Rest assured that I recognize and am concerned with the development of VNY.

Again, thank you for your letter and by continuing to work together, I am sure that the Airport, which is an asset to the City of Los Angeles, can be developed and operated in a manner that optimizes community compatibility.

Sincerely,


TOM BRADLEY
Mayor

TB:lq



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

MAR 26 2001

Dennis Quilliam
Los Angeles World Airports
Environmental Management Division
7301 World Way West 3rd Floor
Los Angeles, CA 90045

Dear Mr. Quilliam:

**Part 150 Noise Compatibility Program Study
Van Nuys Airport**

This letter is in response to Mr. Maurice Laham's letter of February 23, 2001. Enclosed with Mr. Laham's letter were a memorandum from Mr. Laham, a letter from Mr. Gerald Silver, and a letter from the Honorable Brad Sherman in which numerous noise mitigation measures are recommended for consideration in the Van Nuys Airport Part 150 Noise Compatibility Program Study. Mr. Laham requested that the Federal Aviation Administration (FAA) provide input on each measure with emphasis on whether the measure will likely require a Part 161 analysis prior to implementation.

The FAA encourages the analysis of any proposed noise and access restriction in a comprehensive Part 150 study prior to conducting a Part 161 analysis. The Part 150 study should analyze nonrestrictive measures to mitigate noise and then analyze the proposed restriction as a last resort to address a noise problem not mitigated by other measures.

We have reviewed each noise mitigation measure recommended in the subject correspondence. We have separated our comments by the referenced correspondence for easy identification.

Mr. Laham's memorandum dated September 21, 2000:

Item 1 involves the acquisition of residential property. Consideration of a residential land acquisition measure in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7(b)(1). Implementation of such a program would not be subject to the requirements of Part 161.

Item 2 involves the acquisition of a noise monitoring system. Consideration of a noise monitoring system in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7(b). Implementation would not be subject to compliance with Part 161 so long as, for purposes of aviation safety, the use of the equipment is for monitoring only and does not extend to enforcement by in-situ measurement of any pre-set noise thresholds. Use of the noise monitoring system for enforcement of any pre-set noise thresholds will be subject to the requirements of Part 161 in association with the noise restrictions to be enforced.

Items 3, 4, 5, 6, and 7, involve potential airport noise and access restrictions. Consideration of airport noise and access restrictions in the Part 150 Study is appropriate pursuant to FAR Part 150 Section B150.7(b)(5). Implementation of any new or revised, more stringent, noise and access restrictions that are applicable to operations of Stage 2 and 3 aircraft will be subject to the requirements of Part 161.

Mr. Silver's letter dated December 21, 2000:

Items 1, 2, 3, 4, 5, 8, 17, and 18, involve potential airport noise and access restrictions. Consideration of airport noise and access restrictions in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7(b)(5). Implementation of any new or revised, more stringent, noise and access restrictions that are applicable to operations of Stage 2 and 3 aircraft will be subject to the requirements of Part 161.

Item 4, the establishment of a maximum noise limit of 77 dBA, is not exempt from the requirements of Part 161 as stated by Mr. Silver. This matter has been previously addressed by the FAA in a letter from Ms. Woodie Woodward, Acting Associate Administrator for Airports, to Mr. Breton Lobner, Senior Assistant City Attorney, dated April 17, 2000. In this letter, we indicated that the immediate implementation of a 77 dBA noise limit is, in effect, a very different "proposal" than was in the proposed 1990 "phase-out" rule.

Item 6 involves the depiction of the 60 and 55 Community Noise Equivalent Level (CNEL) contours. The Noise Exposure Maps (NEM) submitted to the FAA for review and acceptance under Part 150 must depict the 65, 70, and 75 dB CNEL noise contours pursuant to Part 150 Section A150.101(e)(3). Additional noise contours may be depicted on the NEMs or on supplemental maps included with the Part 150 Study documentation at the city's discretion. If additional contours are shown on the NEMs, care must be taken to ensure that the NEMs remain a sufficient scale and quality to discern streets and other identifiable geographic features. Inclusion of additional noise contours within the Part 150 study documentation does not itself make mitigation measures within areas exposed to noise levels of less than 65 dB CNEL eligible for federal financial assistance.

Items 7, 9, 10, 11, 12, 13, 14, 15, and 16 involve various noise abatement and noise program management measures. Consideration of such noise abatement and noise program measures in the Part 150 Study is appropriate pursuant to FAR Part 150 Section B150.7(b). Implementation of such measures would not be subject to the requirements of Part 161.

The Honorable Brad Sherman's letter dated January 9, 2001:

The capping or phasing out of the current fleet of helicopters constitutes an airport noise and access restriction. Consideration of airport noise and access restrictions in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7(b)(5). Implementation of any new or revised, more stringent, noise and access restrictions that are applicable to operations of Stage 2 aircraft will be subject to the requirements of Part 161.

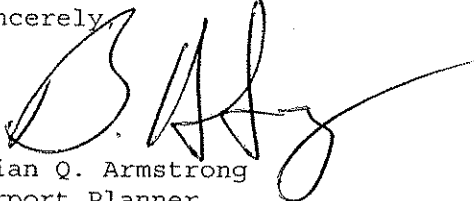
While FAR Part 150, the FAA, and other consulted parties may recommend the consideration of specific measures, the city has the sole final prerogative to determine which alternatives to reject and which to recommend in the Noise Compatibility Program. Every recommended measure must relate directly or indirectly to the reduction of noise and noncompatible land uses in the vicinity of the Van Nuys Airport.

A description of the relative contribution of each of the proposed measures to the overall effectiveness of the program must be identified in the NCP documentation. This description may be in narrative form and may be brief. Beyond this, the Part 150 regulation also calls for quantification of noise and/or land use benefits. For alternatives which lend themselves to quantification, the documentation is required under Section 150.23(e) (5) to include the actual or anticipated effect on reducing noise exposure to individuals and noncompatible land uses and preventing the introduction of addition noncompatible uses within the area covered by the Noise Exposure Maps. Quantified effects must be based on relevant expressed assumptions concerning the type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout including planned airport development, planned land use changes, and demographic changes within the 65 dB CNEL contour.

Nothing in this letter should be construed as an approval or disapproval of any potential noise mitigation measure by the FAA. All noise mitigation measures recommended by the city for implementation in the Noise Compatibility Program will be considered for FAA approval, disapproval, or other action subsequent to the acceptance of the Noise Exposure Maps.

If you have any questions or need any additional information, please contact me at (310) 725-3614.

Sincerely,



Brian Q. Armstrong
Airport Planner

Mickeal R. Agaibi
Supervisor, Planning Section

1800 AVENUE OF THE STARS • SUITE 1108 • LOS ANGELES, CALIFORNIA 90067

Mailing Address:

P.O. Box 3066
Beverly Hills, CA 90212

Phone • (310) 552-2811

Fax • (310) 552-2704

January 9, 2001

Mr. Maurice Laham
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: VNY PART 150
Meeting, January 11, 2001

Dear Mr. Laham:

Because of a conflict in scheduling, I will be unable to attend the VNY Part 150 Steering Committee meeting on January 11, 2001. As I am sure you are well aware, the discussion at this meeting will include the possible approval of additional measures for the inclusion in the Noise Compatibility Program (MCP).

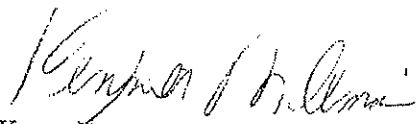
In order that Councilperson Cindy Miscikowski's district be properly represented, I am hereby giving authorization that my vote be cast by committee member, Wayne Williams.

I have met with Mr. Williams and discussed the agenda items for this meeting, along with other materials included with the agenda. Mr. Williams is well aware of my position and will cast my votes accordingly.

I would appreciate your informing committee chair, Mr. Mark Schaffer, of my desires to have Mr. Williams cast my vote(s).

If there should be any questions, please feel free to contact me.

Sincerely,



Kenneth Millman

KM:js

cc: Wayne Williams
Cindy Miscikowski

CONGRESSMAN BRAD SHERMAN

24TH DISTRICT, CALIFORNIA

SERVING THE SAN FERNANDO AND CONEJO VALLEYS,
LAS VIRGENES AND MALIBU

COMMITTEE ON BANKING
AND FINANCIAL SERVICES

COMMITTEE ON
INTERNATIONAL RELATIONS



January 9, 2001


Dennis Quilliam
VNY Part 150 Committee
Los Angeles World Airports
#1 World Way
Environmental Management Division, Room 219
Los Angeles, CA 90045

Dear Mr. Quilliam:

As Susan Little is leaving my staff, Lori Fernand will replace her on the Van Nuys Airport Part 150 Steering Committee. When Lori is unable to attend the meetings, David Tierney, the District Director, will serve the proxy vote.

Additionally, I would like the subject of capping or phasing out the current fleet of helicopters included in the discussion under Agenda Item 2 for the meeting on January 11, 2001.

Sincerely,


BRAD SHERMAN
Member of Congress

WASHINGTON OFFICE:
1524 LONGWORTH BUILDING
WASHINGTON, DC 20515-0524
(202) 225-8911
FAX (202) 225-5879

PRIMARY DISTRICT OFFICE:
21031 VENTURA BOULEVARD, SUITE 1010
WOODLAND HILLS 91364-8400
(818) 999-1880
FAX (818) 999-2287

CONEJO VALLEY OFFICE:
2100 E. THOUSAND OAKS BLVD., SUITE F
THOUSAND OAKS 91382-2903
(805) 448-2372

FAX (805) 448-2372

Wayne Williams
15423 Sutton Street
Sherman Oaks, CA 91403-3809
(818) 905-8097 Fax: 995-6888

January 26th 2001

Mark Schaffer, Chairman
Van Nuys Airport, FAR Part 150 Committee
Los Angeles World Airports (LAWA)
One World Way PO Box 92216
Los Angeles, CA 90009-2216

RE: Request to put Substitute measure below as 1st item on agenda:

In order to achieve an acceptable Part 150 submission document to the FAA the following should be approved. As such, I am sending you this and requesting that it be placed on the agenda as a substitute motion to current motions before the Committee and thus considered first at the start of the next meeting. The following thirteen items should be considered and voted upon as one complete motion. Please place this on the agenda as well as include it in the mailing notice for the next meeting.

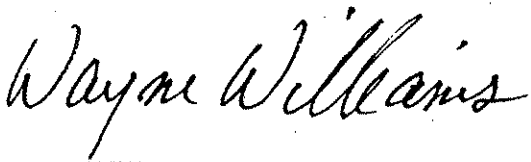
Where as.... and in light of the significant changes that have taken place since the last Part 150 study was attempted at Van Nuys Airport over 10 years ago...

1. The Chairman will (with funds provided to the committee for such purposes), "ADVERTISE" in both the Los Angeles Times Valley Section and the Daily News, at least 1 week prior to scheduled meetings, a 2 inch by 4 inch or larger Display Ad "PUBLIC NOTICE" with aircraft illustration, stating the time, place and intent of any Part 150 Committee Scheduled meeting and that it request all interested parties to attend. All such meetings should take place at 7pm at the Airport Airtel Hotel on a specific week night established so the public can attend without restriction. This would allow all interested members of the community to participate as required by the Part 150 guide lines.
2. The Part 150 Committee will then have full and open discussion during public sessions of all additionally submitted requests by committee members submitted as of the January 11th 2001 meeting.
3. Each item will be considered in order of submission with open discussion of the committee and the public.
4. Each item will be noted with City Attorney assistance as to whether it requires a Part 161 Committee to be further implemented, and this statement will be attached to the item if it is approved by the Part 150 Committee for its placement in the Part 150 report to the FAA.
5. The Public will be allowed to speak to each item that is under discussion to the Committee and only to the item under discussion in the following manner. Each speaker will submit a written request card to the Committee stating their name and the item number they wish to address by item number. These cards can be submitted during the Committees discussion of a particular item. The Chairman will, when Public Comment is to be heard, call on each person who has submitted a Speaker Card and the Speaker will be allowed to speak to the issue in question specifically for no more than 2 minutes. It will be asked of the Public to avoid significant repetition in order to save time.

6. Each item will be then adjusted and evaluated by the committee on an item by item basis, where necessary. The Committee will then hear public comment of no more than 2 minutes per speaker on only the specific item being discussed. If a simple compromise can be attained where there are matters of difference and a compromise proposal can be agreed to, the committee will vote to ACCEPT the item or SET IT ASIDE FOR FURTHER EVALUATION. If Further evaluation is required, the committee should request further input from appropriate individuals to be called before the committee at the next meeting. Specific items will be considered at that time.
7. The Chairman of the Part 150 Committee will then inform the Part 150 Committee members, and the Public as stated in item #1 above of the next scheduled meeting. The Chairman will provide all members of the Part 150 Committee with the agenda at least 2 weeks prior the the next scheduled meeting that will include further discussion on the specific items set aside in the previous meeting.
8. Appropriate input will be received by the Part 150 Committee in public hearing on an item by item basis requireing further input, and these items will be individually evaluated again by the Committee and the public will be allowed to comment per Item #5 above.
9. The Part 150 committee can then chose to adjust any item evaluated before it for a final vote after additional public comment is heard per Item #5 guidelines.
10. A vote would then be taken as to either INCLUDE or EXCLUDE each specifically re-evaluated item in the Part 150 Report. A simple majority vote of all members present would establish whether the item will be INCLUDED in the Part 150 Report to the FAA, or EXCLUDED from the Report.
11. At the conclusion of all final votes on the items submitted to the Part 150 Committee under these above guidelines, the Chairman will direct LAWA to clearly create the final report, based on the items voted, approved and previously agreed to by the Part 150 Committee. LAWA will submit the report to a final public Part 150 Committee meeting called by the Chairman for a final approval of the report so it may be submitted to the FAA. The final vote on the report will be conducted after public comment has been heard per item #5 at this meeting.
12. Included in the Submission documentation should be any necessary requests for Federal Funding of a Part 161 Study if the FAA approves the Part 150 Study as submitted.
13. This procedure should allow for a fair and through completion of a Final Part 150 Study and Report to be submitted to the FAA.

Thank you for placing these items before the Committe.

Cordially yours,



Wayne Williams
VNY Part 150 Committee Member

cc: Ben Fiss, Aid to Councilman Furer



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

12/21/2000

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Committee Meeting: Thurs., Jan. 11, 2001
Location: Airtel Plaza, Van Nuys - 7 pm

RE: COMPREHENSIVE LIST OF MEASURES THAT SHOULD BE ADDED TO VNY NCP:

This letter is in response to the memo from Mark Schaffer, Committee Chairman, dated December 12, 2000. Mr. Schaffer requested that suggestions for additional mitigation measures for the Van Nuys Airport (VNY) Part 150 Study be directed to you. In previous letters we offered a number of suggestions that should be considered for inclusion in the Noise Compatibility Program (NCP).

Below is a comprehensive list of measures that would effectively address the VNY noise problem. The outdated list previously adopted by the Steering Committee, while helpful needs to be enhanced with more effective measures, such as those described below.

VNY has changed in character over the past several decades from a small, rural general aviation field to one of the world's large corporate jet centers. Of particular note is the large number of noisy Stage 2 jets that are either stationed at VNY, or fly in and out of VNY as itinerants. VNY has also become the major media/news helicopter facility for an excessive number of helicopters that operate at all hours of the day and night. This striking increase in helicopter operations complicates the noise problem, and requires more aggressive NCP noise control measures than those already approved by the Steering Committee.

The phase out of Stage 2 jets promulgated by the FAA does NOT apply to jets under 75,000 lbs. Taken together--the increase in Stage 3 jet operations, the excessive number of noisy Stage 2 jets operating from VNY and the growth of helicopter activity--requires strong NCP measures. We believe that all of the recommendations below should be included in the final list sent to the FAA:

1. Rental rates for leases and tie downs should be correlated to the level of noise generated by the aircraft. This encourage quieter aircraft usage. Even if a Part 161 Study is needed, this measure should nevertheless be included in the NCP. It is highly unlikely a Part 161 Study will be needed simply because lease rates are correlated to noise levels.
2. The Part 150 NCP should establish differential landing fees with higher fees for noisier aircraft and lower fees for quieter aircraft. Even though a Part 161 Study might be needed,

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS

the measure should never the less be included in the NCP. It is not certain that case law or FAA regulations require a Part 161 Study simply because landing fees are correlated to noise levels. This measure is already in use at other airports.

3. Fines should be imposed for aircraft operators who violate policies at VNY. After two violations, operators who violate the "Fly Neighborly" program should be fined \$500 for the third noisy operation. The fourth citation fine should be \$1,000, and the fifth, \$2,000. Any operator who receives a sixth citation letter should be banned from using the airport. Even though a Part 161 Study might be needed, the measure should nevertheless be included in the NCP. It is not certain that case law or FAA regulations require a Part 161 Study where penalties are imposed on noise violators.
4. The NCP should establish a daytime maximum noise limit of 77 dBA for aircraft operating at the airport. This measure was proposed by LAWA prior to the passage of ANCA. It can therefore be applied to Stage 2 aircraft without further delay, since it is grand-fathered. The application to Stage 3 aircraft would possibly require a Part 161 Study, but nevertheless should be a valid NCP measure.
5. A cap on the number of Stage 3 jets that may be based at VNY should be a major NCP measure. Without a cap, or some kind of controls on the growth of Stage 3 jets, there will be a huge increase in the noise contour around VNY. This increase could easily overshadow all other noise control measures combined in the NCP. This measure would likely require a Part 161 Study, and should nevertheless be one of the major recommendations of the Part 150 Study.
6. The Part 150 noise contour should be expanded to include the 60 and 55 CNEL contours. The current noise model that relies on the 65 CNEL is grossly inadequate. It does not reflect the potential growth and affected areas that are greatly impacted outside the 65 CNEL. Other airports have included similar measures in their Part 150 Studies approved by the FAA. [see Chico, CA Airport Part 150 Study, Kansas City International Airport, MO, Part 150 Study]
7. The NCP should establish "Noise Sensitive Areas" in the list of NCP measures. Some Part 150 Studies include the definition of noise sensitive areas as a key measure to minimize noise. [see Chico, CA Airport Part 150 Study].
8. A 10 pm to 7 am curfew on non-emergency helicopters should be a key NCP measure. Since all helicopters are considered Stage 2 by the FAA, this measure can be put in place **without** the permission of the FAA. It would simply require a Part 161 Study.
9. A noise-sensitive marketing policy should be adopted for VNY. Some airports have established formal marketing policies that discourage the basing of noisy aircraft and certain types of training at their airport as part of their Part 150 Study. The FAA has agreed that this measure is rationally related to a noise objective, and well within the "authority" of an airport. [see Glendale, AZ Part 150 Study].
10. A measure that would equalize departure routes should be adopted as an NCP measure. This measure was approved by the FAA for Sky Harbor Airport. [see Sky Harbor Airport, Phoenix, AZ Part 150 Study].
11. A 1500 to 2000 foot AGL minimum altitude should be required for helicopters. This measure was approved for the Burbank Airport [see Burbank-Glendale-Pasadena Airport, Burbank, CA Part 150 Study].

12. A "top of the runway" departure policy should be adopted as an NCP measure. Agreements have been reached with other airports that discourage mid-field departures. By encouraging flights to begin takeoff at the top of the runway, rather than at intersections or midfield, planes would be airborne at higher altitudes over residential areas. (see Naples Municipal Airport, FL Part 150 Study)
13. The NCP should establish an "Airport Influence Area". This area is created to encompass those communities where noise complaints have been recorded and includes the area covered by the noise contours for the year 2005. Various specific land use measures within this area should be implemented.
14. Public informational meetings on the progress of the Part 150 Program should be an NCP measure. The airport should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan. [see Naples Municipal Airport, FL Part 150 Study and Kona International Airport, HI Part 150 Study]
15. Provisions for a full-time Noise Abatement Officer should be an NCP measure. The Officer should be responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. [see Ft. Lauderdale, FL Part 150 Study]
16. The VNY noise complaint system should be improved to provide greater feedback to operators, and link complaints to actual noise reduction measures. The function of the noise complaint system should be expanded to effectuate reductions in noise, and not merely be used for public relations purposes.
17. Virtually all unscheduled air taxi and charter operations conducted out of VNY are in planes that far exceed the 12,500 pound gross landing weight. These operations have greatly exacerbated the noise problem. The NCP should ratify Resolution 13369 passed by the Airport Commission on October 2, 1982. This Resolution clearly stated an operating policy, originally established in April 1969 and later reaffirmed, that would enforce a 12,500 lb. weight limit on air taxis and charters:
- *...Van Nuys Airport should continue to be dedicated to general aviation users, and not to enlarge upon, expand or further the rights of commercial aviation users, be they scheduled or unscheduled; and
- WHEREAS, unscheduled air taxi operations are defined as random, infrequent, on-call for hire operations, having no predetermined or set schedule, which utilize aircraft not exceeding 12,500 pounds maximum gross landing weight...
- WHEREAS, the addition of more commercial air carrier activity and the infusion of large commercial aircraft operations, be they scheduled or unscheduled, is not compatible with the Department's goal of providing a general aviation airport in the Southern California area...

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners ...reaffirmed its policy restricting Van Nuys Airport to general aviation and unscheduled air taxi operations, and specifically prohibited the operation of other scheduled and unscheduled air carrier commercial flights to and from Van Nuys Airport except with the express consent of the Board."

18. The NCP should include a measure for a total night-time curfew on ALL jet operations, both arrival and departures (except emergencies). It should be in place between 10 pm, and 7 am. This would likely require a Part 161 Study, and nevertheless is crucial in addressing the noise problem at VNY.

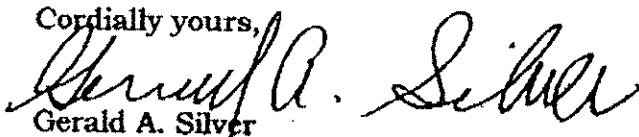
We wish to caution you regarding the use of soundproofing as the **principal** measure to reduce noise at VNY. We believe that it is highly unlikely that the "1200 previously incompatible dwelling units shown as incompatible," will all be soundproofed. Many of the residents insist that more measures need to be taken to abate noise. They want a phase out of Stage 2 jets, helicopter curfews, limits on Stage 3 operations and the like before they will seriously consider soundproofing their homes.

These are serious proposals that deserve thoughtful review and consideration. The City Attorney should be consulted and time allowed for critical analysis. It would not be responsible to summarily dismiss these measures in one meeting, and without careful analysis and discussion. Several additional Steering Committee meetings may be necessary to complete our review of mitigation measures.

The measures described above will be met with opposition from vested aviation interests who simply want to rubber stamp the Part 150 Study and send it off. But there is no doubt that the outdated Noise Compatibility Program (NCP) measures that have so far been approved by the Steering Committee are grossly inadequate. Without an aggressive new NCP program, the Part 150 Study will have failed to protect the community and its residents.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Steering Committee members.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

GEORGE F. ANISMAN

BUSINESS CONSULTANT

3380 SCADLOCK LANE
SHERMAN OAKS, CALIFORNIA 91403
[818] 789-2413
FAX [818] 789-0204

November 13, 2000

Mr. Maurice Laham
Project Administrator
Los Angeles World Airports
One World Way
P.O. Box 92216
Los Angeles, CA 90009

Dear Mr. Laham:

I no longer have the time to properly evaluate the status of
the Part 150 Noise Compatibility Program.

Therefore, please accept my resignation, effective immediately,
from the Steering Committee.

Sincerely,



George F. Anisman



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
 President
 PO BOX 280205
 ENCINO, CA 91428
 Phone (818)990-2757

10/12/2000

Mr. Maurice Laham
 Environmental Management
 Los Angeles World Airports (LAWA)
 One World Way, PO Box 92216
 Los Angeles, CA 90009-2216

Committee Meeting: Wed., Nov. 8, 2000
 Location: Airtel Plaza, Van Nuys - 7 pm

RE: LIST OF POTENTIAL MEASURES THAT SHOULD BE ADDED TO NCP:

Thank you for sending me a letter dated Sept. 21, 2000 in which you list a variety of potential measures that could be included in the VNY Part 150 Noise Compatibility Program (NCP). I would like to raise several questions regarding the list you submitted, and add several other measures that should be considered as part of the Part 150 measures.

Changes and modifications need to be made in the outdated Noise Compatibility Program (NCP) before it should be sent to the FAA for approval. These changes should include new noise abatement measures such as a phase out of Stage 2 jets, helicopter curfews and limits on the number of Stage 3 aircraft that can join the fleet, or fly in as itinerants. Without an aggressive new NCP, the Part 150 Study will have failed to protect the community and its residents.

1. Please explain why there is almost a 30% difference between the data provided to us in your letter of Sept. 20th and the data previously provided to us on July 6th. I understand that these data were prepared using two slightly different versions of the INM--version 6.0 and 6.0a. Yet the results are very different.

1999 EXISTING CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEL

Reported on July 6, 2000 - Using INM version 6.0

ACRES	DWELLINGS	PARCELS	POPULATION
96.4	1338	372	3459

Reported on Sept. 20, 2000 - Using INM version 6.0a

104.6	1454	392	3510
-------	------	-----	------

.085%	.086%	.053%	.014%	(Percent difference)
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Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGE HOMEOWNERS

2004 FUTURE CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEI.

Reported on July 6, 2000 - Using INM **version 6.0**

ACRES	DWELLINGS	PARCELS	POPULATION
126.5	1811	480	4479

Reported on Sept. 20, 2000 - Using INM **version 6.0a**

163.7	2081	641	5145
-------	------	-----	------

.294%	.149%	.335%	.149%	(Percent difference)
-------	-------	-------	-------	----------------------

These figures represent a substantial increase in the number of acres, dwelling units, parcels and population affected by VNY noise. Can this large increase be explained simply because of using version 6.0a of the INM? In particular the difference of almost 30% between versions 6.0 and 6.0a when describing the 2004 future acreage conditions raises many questions about the validity and accuracy of the data being reported. It seems that each time the committee is given data, it is markedly different than that previously reported. Inconsistent data reporting makes its very hard for committee members to make valid recommendations.

2. We have several questions regarding the potential mitigation measures that were provided to us in your memo of Sept. 21st.

a. Your measure 3a. would establish a correlation between rental rates for leases and tie downs with the level of noise generated. You state that "Such a program would most likely require a Part 161 Study to be conducted." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where changes in lease rates correlated to noise levels **required** a Part 161 Study?

b. Your measure 3b. would establish differential landing fees with higher fees for noisier aircraft and lower fees for quieter aircraft. You state that "A Part 161 Study would probably be required for this type of measure." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where differential landing fees **required** a Part 161 Study.

c. Your measure 4. would increase fines for aircraft operators who violate existing ordinances at VNY. You state that "A Part 161 Study would most likely be required for this type of measure." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where increased fines for violating ordinances **required** a Part 161 Study.

d. Your measure 6. would establish daytime noise limits for aircraft operating at the airport. You state that "A Part 161 Study would most likely be required." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where grand-fathered noise regulations, proposed prior to ANCA **required** a Part 161 Study. In this regard, it must be remembered that a daytime maximum noise limit of 77 dBA was **proposed** prior to the passage of ANCA. This could easily be applied to Stage 2 aircraft since it is grand-fathered.

3. Your list of possible noise control measures would not be complete without consideration of the many measures that have been approved by the FAA in other Part 150 Studies. Your list should also include new measures that would address the noise problem, but might require a Part 161 Study. It has been suggested by the LA City Attorney, that a Part 161 Study could be completed in a year or two, well within the current Part 150 study horizon.

We would like to ask that the Steering Committee to investigate the feasibility of the following additional measures for inclusion in the NCP:

- a. A phase-out to Stage 2 jets. This measure was proposed prior to the adoption of ANCA and should therefore be grand-fathered and implemented without the need for a Part 161 Study.
- b. A cap on the number of Stage 3 jets that can be based at VNY. Without a cap, or some kind of controls on the growth of Stage 3 jets, there will be a huge increase in the noise contour around VNY. This increase could easily overshadow all other noise control measures combined in the NCP. This measure would likely require a Part 161 Study, and should be one of the major recommendations of the Part 150 Study.
- c. Expand the noise study area to include the 60 and 55 CNEL contours. The current noise model that relies on the 65 CNEL is grossly inadequate. It does not reflect the potential growth and affected areas that are greatly impacted outside the 65 CNEL. Other airports have included measures in their Part 150 Study approved by the FAA. [see Chico, CA Airport Part 150 Study, Kansas City International Airport, MO, Part 150 Study]
- d. Add "Noise Sensitive Areas" to the list of NCP measures. Some Part 150 Studies include the definition of noise sensitive areas as a key measure to minimize noise. [see Chico, CA Airport Part 150 Study]
- e. Adopt a noise-sensitive marketing policy for VNY. Some airports have established formal marketing policies that discourage the basing of Stage 2 aircraft and certain types of training at their airport as part of their Part 150 Study. The FAA has agreed that this measure is rationally related to a noise objective, and well within the "authority" of an airport. [see Glendale, AZ Part 150 Study]
- f. Adopt a measure that would equalize departures routes. This measure was approved by the FAA for Sky Harbor Airport. [see Sky Harbor Airport, Phoenix, AZ Part 150 Study]
- g. Establish a 1500 to 2000 foot AGL required minimum altitude for helicopters. This measure was approved for the Burbank Airport [see Burbank-Glendale-Pasadena Airport, Burbank, CA Part 150 Study]
- h. Adopt a "top of the runway" departure policy. Agreements have been reached with operators that encourage specific points on the runway for departure. By encouraging flights to begin takeoff at the top of the runway, rather than at midfield, planes would be airborne at higher altitudes over residential communities. [see Naples Municipal Airport, FL Part 150 Study]
- i. Establish Airport Influence Area. This measure recommends that the airport establish an Airport Influence Area around the airport. This area is created to encompass those areas where noise complaints have been recorded and includes the area covered by the noise contours for the year 2005. Various specific land use measures within this area could be implemented.
- j. Conduct public informational meetings on the progress of the Part 150 Program. The airport should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the

progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan. [see Naples Municipal Airport, FL Part 150 Study and Kona International Airport, HI Part 150 Study]

- k. Provide a Full-Time Noise Abatement Officer. The Officer should be responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. [see Ft. Lauderdale, FL Part 150 Study]

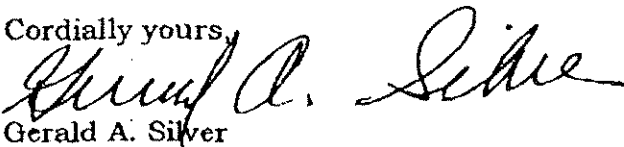
Finally all members of the Steering Committee should be informed about the presence of the official FAA web page that lists and describes in detail the major Part 150 Studies that have been completed. This valuable resource should be carefully examined before a final list of NCP measures are recommended or approved.

The URL is: <http://www.faa.gov/arp/app600/14cfr150/RecApp.htm>

We again wish to caution you regarding the feasibility of using soundproofing as the **principal** measure to reduce noise at VNY. We believe that it is highly unlikely that the "1200 previously incompatible dwelling units shown as incompatible," will all be soundproofed. Many of the residents that we have talked to are insistent that more measures need to be taken to abate noise. They want a phase out of Stage 2 jets, helicopter curfews, limits on Stage 3 operations and the like before they will seriously consider soundproofing their homes.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Committee members.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

JUL 20 2000 9:27AM

AIRPORT BOARD OFFICE 310 6461897

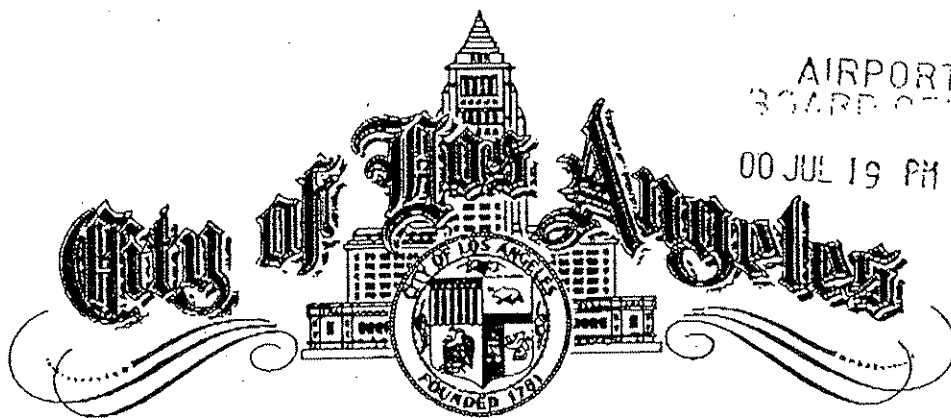
NO. 4271 P. 2/13

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AIRPORTS
BOARD OFFICE

00 JUL 19 PM 1:06



CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 847-2469

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

July 17, 2000

Council of the City of Los Angeles

Honorable Members:

Subject to your confirmation, I have today appointed Mr. Mark E. Schaffer to the Board of Airport Commissioners representing the area surrounding Van Nuys Airport for the term ending June 30, 2004.

I certify that in my opinion Mr. Schaffer, formerly of the Los Angeles Export Terminal (LAXT), Inc., is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make the appointment solely in the interest of the City.

Sincerely,


Richard J. Riordan

Attachments

Residence: 17109 Nance Street
Encino, California 91316
Council District #11



U.S. Department
of Transportation

Federal Aviation
Administration

Western-Pacific Region
Airports Division

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

July 14, 2000

Mr. Dennis Quilliam
Environmental Management Bureau
Los Angeles World Airports
One World Way, Room 219
Los Angeles, California 90045

Dear Mr. Quilliam:

**Van Nuys Airport
FAR Part 150 Noise Compatibility Study**

Enclosed per your request is one copy each of the following Federal Aviation Administration documents for your use:

- FAA Advisory Circular 150/5050-4, *Citizen Participation in Airport Planning*, dated September 26, 1975.
- FAA Advisory Circular 150/5020-1, *Noise Control and Compatibility Planning for Airports*, dated August 5, 1983.
- FAA Report No. FAA-EE-90-03, *Community Involvement Manual*, dated August 1990.

We understand you intend to make copies of these documents available to the members of the Steering Committee for the Van Nuys Airport Part 150 Study.

Please call me at 310/725-3615, if you have any questions concerning these documents.

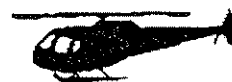
Sincerely,

David B. Kessler, AICP
Environmental Protection Specialist

Enclosures



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91428
Phone (818)990-2757

July 11, 2000

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Meeting Date: July 12, 2000, 7 p.m.
Location: Airtel Plaza, Van Nuys

RE: VAN NUYS AIRPORT (VNY) NOISE EXPOSURE MAPS (NEM)

Thank you for sending me the five noise exposure maps (NEM's), together with a brief description of each. It is unfortunate that these crucial maps were sent out only a day or two before our meeting of July 12th. We therefore recommend that the Part 150 Steering Committee NOT take action on the approval of these documents until committee members have had an opportunity to study and digest the content of these maps.

Once approved by the FAA, these maps are published in the local newspaper. They are important because any resident living within the 65 CNEL loses his or her right to sue for noise damages, while then qualifying for financial assistance to do soundproofing

Some of the most important information on these maps are contained in the boxes at the lower left of the maps. They key information is overprinted by a tint screen, making it very difficult for committee members to read the information. We suggest the LAWA prepare and distribute a clearly printed summary of these tables that are easily readable.

We are particularly concerned about the INCREASE in the size of the noise contour by the year 2004. This increase is reflected in the expanded number of jets and helicopters projected for the next four years.

1. It would be valuable for our panel to discuss the following information from these tables:

1999 EXISTING CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEL

ACRES	DWELLINGS	PARCELS	POPULATION
96.4	1338	372	3459

2004 FUTURE CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEL

ACRES	DWELLINGS	PARCELS	POPULATION
126.5	1811	480	4479
31.2%	35.3%	29.0%	29.4% (Increases over 1999)

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE,
BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN.,
CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN.,
ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSOCIATIONS,
HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN.,
HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO,
LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN.,
MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN., OUTPOST ESTATES HOMEOWNERS ASSN.,
SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN.,
STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN.,
VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

We think that you will agree that these figures represent a substantial increase in the number of acres, dwelling units, parcels and population affected. This large increase calls for changes and modifications in the Noise Compatibility Program (NCP), including new abatement measures such as an immediate phase out of Stage 2 jets, helicopter curfews and controls on Stage 3 jets. Obviously work will need to be done on placing limits on the number of Stage 3 aircraft that can join the fleet, or fly in as itinerants. These measures will require LAWA to immediately begin work on a Part 161 Study.

Without an aggressive new Plan, the Part 150 Study will have failed to protect the community and its residents. Most elected officials that we have talked to believe that the noise situation is now intolerable, and they will not brook more expansion.

2. It would also be valuable for the panel to discuss the significant disparity between the data reported to the County for the fourth quarter of 1999, and the base case map that you just distributed a few days ago.

1999 EXISTING CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEL

ACRES	DWELLINGS	PARCELS	POPULATION
96.4	1338	372	3459

1999 4Q99 CONDITIONS REPORTED TO COUNTY/STATE - 65 CNEL

ACRES	DWELLINGS	PARCELS	POPULATION
50.6	1037	166	2468
90 %	29%	124%	40.1% (Difference bt. reports)

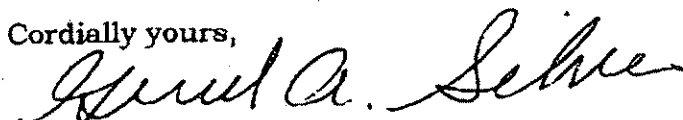
As can be easily seen there are major differences between the data reported to the County for the fourth quarter of 1999, and your base case map. Responsible planning decisions cannot be made unless the data reported is accurate and reliable. The Committee should be given time to study these charts before taking any action.

Ten years have elapsed since the Part 150 Study began. We see no reason to rush through the approval of the NEM's, simply to qualify for federal money to assist in soundproofing a handful of dwellings, while allowing a huge increase in the size of the noise contour to take place. It is imperative the hundreds of thousand of residents impacted by VNY also be protected, not just a handful of residents within the 65 CNEL.

We also caution you regarding the feasibility of using soundproofing as a measure of the Part 150 Study success. We believe that it is highly unlikely that the "1200 previously incompatible dwelling units shown as incompatible," will all be soundproofed. Many of the residents that we have talked to are insistent that more measures need to be taken to abate noise. They want a phase out of Stage 2 jets, helicopter curfews, limits on Stage 3 operations and the like before they will seriously consider soundproofing their homes.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Committee members.

Cordially yours,



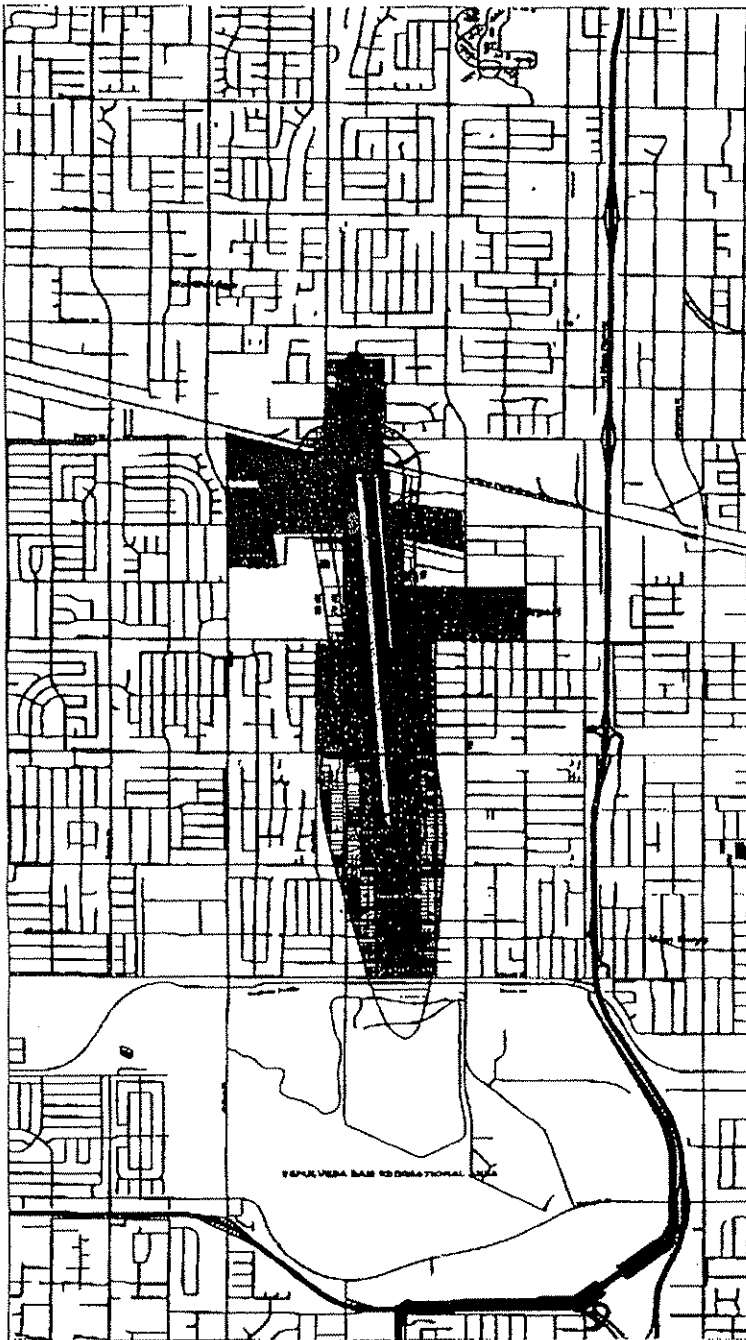
Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner association

Van Nuys
Los Angeles
World Airports **4Q99**

Airport Impact Area: CNEL 65 and 70 dB Contours



- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

Noise Contours are generated using the Federal Aviation Administration's Integrated Noise Model (INM) version 3.2. The INM version 3.2 is based on unweighted equivalent sound level predictions for the 15 month period ending December 31, 1999. The INM program is run each quarter of the year and the resultant values are included in the current quarterly Noise Monitoring Station (NMS) report average weighted CNEL.

Boundary of International Landing Handling Operations, LAX, International Transfer Terminal System (LAX-TTS), LAX Traveler Traffic Escalator, Right Strip, and the Pacific International Development Center (PIADC) are shown.

Operating with conditions are based on information available from 1997 aircraft information, supplemented with that for airports. Predicted contours reflect the increase from the 1997 noise data for present use of existing run.

Map projection is in State Plane feet based on North American Datum of 1983 (NAD83), and is based on Zone 7 of the California Coordinate System of 1983.

Information with jurisdiction owned by TECHNICAL DESIGN MAPS. This map is based on data supplied by TECHNICAL DESIGN MAPS. It is intended to serve as information only and not for any other purpose. Neither the project nor the map, without permission.


VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 65 and 70 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 65 and above				CNEL 70 and above			
	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP
S Family	24.1	124	122	199	0.7	3	3	8
M Family	26.5	233	42	3170	0.3	2	2	24
Hdl Bldg	9.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0
Hospital	0.0	0	0	0	0.0	0	0	0
Tl. Incom	90.8	3927	164	2458	1.0	32	5	32

Missing data from Zone 6, 60 to 64.9, & 70 to 74.9, do not include existing data from the 70 dB contour.

Noise Management Bureau

Airport Administrative Manager's Office
 Checked by: Steve O'Connor, Senior Systems Analyst II
 Edited by: James Matthews, Environmental Reporting II
 Prepared by: James Matthews, Environmental Reporting II
 Project No: 4444444444444444
 Report No: February 11, 2000





Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 280205
ENCINO, CA 91426
Phone (818)990-2757

June 28, 2000

Mr. Maurice Laham
Environmental Management
Los Angeles World Airports (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Meeting Date: July 12, 2000, 7 p.m.
Location: Airtel Plaza, Van Nuys

RE: VAN NUYS AIRPORT (VNY) PART 150 HELICOPTER CURFEW - AGENDA

Thank you for sending me the Status Report on the Part 150 Noise Compatibility Program (NCP), and the letter from Mr. Wong, BOAC Commissioner. In his letter Mr. Wong responds to my request that the Part 150 Steering Committee take up several Van Nuys Airport (VNY) matters including a nighttime helicopter curfew.

Mr. Wong says, "we have consulted with the City Attorney's Office and the FAA and concluded that their implementation would require extensive analysis to comply with provisions of the Airport Noise Capacity Act (ANCA) adopted by Congress in 1990." Mr. Wong goes on to state that, "It is doubtful that such measures would be approved and implemented within the five-year horizon of the Part 150 process."

This analysis from the City Attorney at LAWA appears to be somewhat at odds with the helicopter curfew being proposed by City Attorney James Hahn. According to a comment Mr. Hahn made in the Los Angeles Times on June 20, 2000, he says, "If all goes well, it [the curfew] could be done within the year."

We are delighted that Mr. Wong is moving the Part 150 process forward, and ask that you consult with Mr. Hahn and other attorneys at LAWA and resolve what appears to be a disparity in the time it takes to implement a helicopter curfew.

Between 1995 and 1999, VNY experienced a 15.4% increase in helicopter operations. By 2004 it is projected that annual helicopter operations will increase by another 13.3%. Clearly the projected growth of helicopter operations at VNY is alarming and this calls for immediate action, including a curfew on nighttime helicopter operations.

We are pleased that Mr. Hahn has put forward his proposal and believe it should be seriously considered in the current Part 150 Study process. Please place the helicopter curfew item on the agenda for Committee action.

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE,
BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN.,
CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN.,
ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSOCIATIONS,
HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN.,
HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO,
LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN.,
MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN., OUTPOST ESTATES HOMEOWNERS ASSN.,
SIERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN.,
STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN.,
VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

Page 2

We also believe that the other items requested in my letter of April 20, 2000 need to be carefully examined by the committee, including:

1. Converting the "Fly Neighborly" program from a voluntary to a mandatory one with citations and fines for violations. This can be done via a Part 161 Study, and should be one of the principal recommendations of the Steering Committee.
2. Establishing a maximum daytime single event noise limit [SENEL] for jets with penalties. A single event noise maximum for Stage 2 aircraft was proposed by the BOAC prior to ANCA and is thus grand fathered and can be implemented without delay and without a Part 161 Study.
3. Establish a nighttime curfew on all jets with emergency operations exempt. This can be done via a Part 161 Study, and should be another principal recommendation of the Committee.
4. The 12,500 lb. weight limit on air taxis and charters should also be carefully examined. The policy, regardless of whether it is an ordinance or simply a resolution, was approved by LAWA well before ANCA went into effect. It is therefore grand fathered, could be enforced immediately, and would have significant effect on the noise contour.

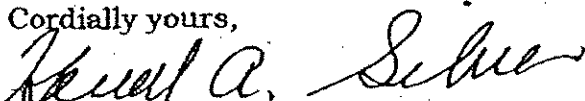
A number of the recommendations suggested in my letter of April 20th can be implemented promptly, certainly within the five year time frame of the Part 150 Study, and should become a major aspect of the current Part 150 Study tudy effort.

Jet operations at VNY increased by 44.9% between 1995 and 1999. And by 2004 they are expected to increase by another 22.8%. Overall operations at VNY are expected to increase from 606,930 in 1999 to 685,398 in 2004, certainly every effort should be made to prepare a Noise Compatibility Program (NCP) that will effectively address this issue.

Of utmost concern is the potential delay in the Committee receiving base noise exposure maps that reflect these significant increases. Mr. Wong indicated that the base maps the Committee requested in our last meeting would not be forthcoming until the FAA approves changes in the methodology used by Landrum & Brown. It is vital that the Committee receive base maps as soon as possible. It could take years for the FAA to approve changes in INM methodology proposed by Landrum & Brown. LAWA has no difficulty preparing similar base maps for submission to the County each quarter, and for use in the State variance hearings. The present INM methodology is used throughout the country and will provide adequate graphics that will show the significant extent of the increases that are in store for VNY. We strongly urge you to prepare the exposure maps requested by the Committee, showing the CNEL contours for 2004. If necessary, mark them "tentative," but please prepare and release them without delay. To approve the Noise Compatibility Program (NCP), without these crucial base maps would not be responsible. In fact, it is virtually impossible to intelligently discuss abatement and mitigation measures without these maps present.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Committee members.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise Coalition

cc: Elected officials, homeowner associations



JAMES K. HAHN
CITY ATTORNEY

Office of the City Attorney
Los Angeles, California

WRITER'S DIRECT DIAL:

FAX:
TTY:

June 19, 2000

Board of Airport Commissioners
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045

RE: VAN NUYS AIRPORT - HELICOPTER CURFEW

Honorable Members:

Noise from helicopters at Van Nuys Airport has long been an intrusive annoyance to many residents of the San Fernando Valley. It is imperative that the City take affirmative steps to address this problem as soon as possible. I am requesting that the Board of Airport Commissioners adopt a helicopter curfew at Van Nuys Airport from 10pm to 7am.

Van Nuys Airport has had a nighttime curfew on fixed wing aircraft since 1981. Unfortunately, helicopters were not included. Many residents living near the airport are seriously inconvenienced by the noise -- especially early in the morning, as evidenced by data collected from the Airport, which shows that the largest number of night operations occur between 5am and 7am.

The existing night-time curfew on airplanes at Van Nuys has been effective, and a new curfew would not have a significant impact on most helicopter businesses. Of course, I recommend that any curfew exempt police, fire, emergency medical and other lifesaving operations.

LAWA can, and should, implement a helicopter curfew as soon as possible. The Federal Aviation Administration has determined that the City would be required to comply with Subpart C of 14 CFR Part 161 in order to enact a curfew. I urge you to initiate a Part 161 study immediately and work toward relief for our Valley residents from this growing annoyance. My office stands ready to draft the appropriate regulations and to assist you in meeting the requirements of a Part 161 study.

Sincerely,

JAMES K. HAHN
City Attorney

JKH/dl

AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER

1500 CITY HALL EAST • 200 N. MAIN STREET • LOS ANGELES, CA 90012-4131 • (213) 485-6370

JUN 28 2000 O.N.

Van Nuys copter curfew proposed

By Alexa Haussler
Staff Writer

City Attorney James Hahn has proposed a night curfew for helicopters at Van Nuys Airport.

Hahn, who is running for mayor, sent a letter Monday to the city Airport Commission requesting that the board bar helicopters from taking off and landing between 10 p.m. and 7 a.m.

The airport already has a curfew for airplanes, but residents have long complained about news media and traffic-report helicopters flying in and out of the airport at night and in the early morning.

"The concentration of helicopters at one place unfairly impacts the neighbors right around Van Nuys," Hahn said. "Many people say that in the early morning hours it's just unbearable."

A December inventory recorded 65 helicopters based at Van Nuys Airport, said airport spokeswoman Charlene Klink.

Hahn asked the commission to launch a study required by the Federal Aviation Administration to implement a curfew. Residents proposed a similar curfew in 1997 but the study was never done.

"I urge you to initiate a ... study immediately and work toward relief for our Valley residents from this growing annoyance," Hahn wrote to the commission.

He also asked that any curfew exempt police, fire and emergency operations.

A number of Los Angeles broadcast stations use helicopters based at Van Nuys Airport. Their peak hours are between 5 a.m. and 7 a.m., when broadcasters deliver traffic reports.

"We're talking about hundreds of thousands of people who depend on traffic reports to get to work in the morning," said Crys Quimby, president of the Radio and Television News Association of Southern California. "In this day of such horrible congestion on our freeways, air reporting of traffic conditions is vital."

Gerald Silver, an Encino homeowner activist and advocate of noise regulations, applauded Hahn's proposal.

"It's long overdue," Silver said. "It will have a big impact for residents."

Silver said media helicopters are among the worst offenders, rousing residents as early as 5 a.m.

"They stream out over the various residences," he said. "A curfew is called for."

Leland Wong, an Airport Commission member who chairs a Van Nuys Airport advisory subcommittee, said he supports Hahn's proposal and will raise the issue at the advisory panel's meeting in July.

"It's very reasonable, and it's probably very timely," Wong said.

Klink, the airport spokeswoman, said airport officials plan to hold community forums to discuss noise issues.

"We will be looking at all solutions to mitigate the noise in all of our communities," she said.

JUN 28 2000 LAT

Night Curfew Urged for Helicopters at Van Nuys

■ **Transportation: City attorney asks airport panel to ban nonemergency flights between 10 p.m. and 7 a.m. to cut down on noise.**

By HILARY B. MacGREGOR
TIMES STAFF WRITER

In an effort to further curb night noise in Van Nuys, Los Angeles City Atty. James Hahn urged the Board of Airport Commissioners on Monday to bring a nighttime helicopter curfew in line with other aircraft.

Van Nuys Airport has had a nighttime curfew from 10 p.m. to 7 a.m. on fixed-wing aircraft since 1981. Some newer, quieter planes can fly until 11 p.m. But helicopters are not included in the curfew.

The current proposal would require helicopters not to fly during the same hours as the fixed-wing aircraft.

Hahn said he has been working with homeowners around the airport for years and the two things they consistently complain about

are jets and helicopters, especially early in the morning.

"Many residents living near the airport are seriously inconvenienced by the noise," Hahn wrote the commissioners. "Especially early in the morning, as evidenced by data collected from the airport."

The data show the highest number of nighttime operations occurring between 5 and 7 a.m., Hahn wrote.

In his letter to the commissioners, Hahn asked that the helicopter curfew not apply to police, fire, emergency medical and other life-saving operations.

Van Nuys Airport officials had no immediate comment on the proposal.

The Federal Aviation Administration requires completion of a general impact study before a curfew can be implemented. The study takes about six months to complete. Hahn urged the commission to begin work on it right away.

After the study, the board would have to adopt a motion calling for a curfew and allow a period for the public to comment.

"If all goes well, it could be done within the year," Hahn said.

Van Nuys Airport Citizens Advisory Council

June 8, 2000

CHAIR

Sandor Winger

VICE CHAIR

George Anisman

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Harry Berg

Anne Carver

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Ralph Schub

Don Schultz

Gerald Silver

Terry Stone

James Stewart

SECRETARY

Stacy Geere

Mr. John J. Agoglia, President
Board of Airport Commissioners
1 World Way
Los Angeles, CA 90045-5803

Dear President Agoglia:

At the June 6, 2000 meeting of the Van Nuys Airport Citizens Advisory Council, the following motion was made, seconded and passed with nine affirmative votes and two no votes:

"The Van Nuys Airport Citizens Advisory Council requests that the Part 150 Steering Committee ask LAWA what noise mitigations they propose for the increases in the categories of total operations, helicopter operations and jet operations."

Thank you for your consideration of this correspondence.

Very truly yours,



Sandor Winger, Chair
Van Nuys Airport Citizens Advisory Council

c: L. Kennard
P. Depoian
M. DiGirolamo
S. Birk
M. Laham



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

April 20, 2000

Mr. Maurice Laham
Environmental Management
Los Angeles World Airways (LAWA)
One World Way, PO Box 92216
Los Angeles, CA 90009-2216

Meeting Date: April 24, 2000, 7 p.m.
Location: Airtel Plaza, Van Nuys

RE: VAN NUYS AIRPORT (VNY) PART 150 AGENDA ITEMS

It is our understanding that the Part 150 Steering Committee will be reconvened, and hold a meeting on April 24, 2000, at the Airtel in Van Nuys. We are pleased that Los Angeles World Airways (LAWA) will again move forward with this federally funded Part 150 Study.

During the past several years, noise problems have grown worse, as more helicopters and noisy Stage 2 and Stage 3 aircraft have joined the Van Nuys Airport (VNY) fleet. The Noise Compatibility Program (NCP) has done little to resolve noise problems, and has clearly proven to be ineffective. Instead of reducing the number of noisy jets and minimizing noise, the NCP recommended a weak "Fly Neighborly" policy that did not control the noise, nor account for the increasing number of jet and helicopter operations. The size of the 65 CNEL noise contour has increased significantly over the past several years, as has the number of impacted residents and dwellings.

The April 24th Steering Committee meeting is a new opportunity for the Airport and the community to work together to address the noise problems. Please pass this letter along to Mr. Leland Wong, who we understand will chair the first meeting.

Please place the following items on the agenda for Committee action:

1. RESOLUTION OF THE 12,500 LB. WEIGHT LIMIT ON AIR TAXIS AND CHARTERS. We understand that the reason for the delay of several years in holding Steering Committee meetings was the need to analyze the 12,500 lb. air taxi and charter weight limit issue. This matter should be placed on the agenda, with a report of the findings of the City Attorney.

Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE,
BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN.,
CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN.,
ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSOCIATIONS,
HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN.,
HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO,
LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN.,
MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN., OUTPOST ESTATES HOMEOWNERS ASSN.,
SHERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN.,
STUDIO VILLAGE HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN.,
VALLEY VILLAGE HOMEOWNERS ASSN., WEST VAN NUYS HOMEOWNERS ASSN., WOODLAND HILLS HOMEOWNERS ORG.

Page 2

The Airport Commission's Resolution No. 13369, dated October 2, 1982, clearly stated an operating policy, originally established in April 1969 and later reaffirmed:

"...Van Nuys Airport should continue to be dedicated to general aviation users, and not to enlarge upon, expand or further the rights of commercial aviation users, be they scheduled or unscheduled; and

WHEREAS, unscheduled air taxi operations are defined as random, infrequent, on-call for hire operations, having no predetermined or set schedule, which utilize aircraft not exceeding 12,500 pounds maximum gross landing weight...

WHEREAS, the addition of more commercial air carrier activity and the infusion of large commercial aircraft operations, be they scheduled or unscheduled, is not compatible with the Department's goal of providing a general aviation airport in the Southern California area...

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners ...reaffirmed its policy restricting Van Nuys Airport to general aviation and unscheduled air taxi operations, and specifically prohibited the operation of other scheduled and unscheduled air carrier commercial flights to and from Van Nuys Airport except with the express consent of the Board."

Virtually all unscheduled air taxi and charter operations are conducted out of Van Nuys Airport in planes that far exceed the 12,500 pound gross landing weight. These operations have greatly exacerbated the noise problem. The Part 150 Steering Committee should address the immediate enforcement of this long established policy.

2. THOROUGH REVIEW OF ALL NOISE MITIGATION AND ABATEMENT MEASURES.

During the past 10 years the character and scope of VNY has greatly changed. Before reaffirming the Noise Compatibility Program (NCP), the Steering Committee should examine all previously adopted, as well as possible new noise mitigation and abatement measures.

The following noise mitigation and abatement measures should be thoroughly examined before submitting the Part 150 Study to the FAA:

- a. The VNY noise complaint system should be improved to provide greater feedback to operators, and link it to actual noise reduction measures. The function of the noise complaint system should be expanded to effectuate reductions in noise, and not merely be used for public relations purposes.
- b. Teeth should be put in the "Fly Neighborly" program. After two violations, the operator should be fined \$500 for the third noisy operation. The fourth citation fine should be \$1,000, and the fifth, \$2,000. Any operator who receives a sixth citation letter should be banned from using the airport.
- c. Maximum daytime noise limits should be established. A Noise Regulation with penalties is needed to control noisy jets during daytime hours. Noisy Stage 2 jets exceeding 77 dBA should be phased out of Van Nuys Airport.
- d. A nighttime curfew on ALL jet operations (except emergencies) should begin at 10 p.m., and run until 8 a.m. the next morning.
- e. There should be a helicopter curfew that precludes helicopters from using the airport between 10 p.m. and 7 a.m., except for emergencies.

C. THE UNBRIDLED GROWTH OF JET AND HELICOPTER OPERATIONS, EVEN WITH THE APPROVAL OF THE NON-ADDITION RULE SHOULD BE CAREFULLY EXAMINED.

According to the LAWA exhibit, dated 4/07/2000, the following growth of operations has been projected:

Page 3

Year	Grand Total Annual Ops.	Percent Change
1995	526,177	
1999	606,930	15.3% from 1995
2004	685,398	12.9% from 1999

Year	Annual Jet Ops.	Percent Change
1995	17,071	
1999	24,736	44.9% from 1995
2004	30,380	22.8% from 1999

Year	Annual Helicopter Ops.	Percent Change
1995	52,618	
1999	60,693	15.4% from 1995
2004	68,856	13.3% from 1999

These significant increases in both jet and helicopter operations are projected, even with the adoption of the non-addition rule. To keep the airport compatible with the surrounding residential community, it will be necessary for the Steering Committee to consider and review new noise mitigation and abatement measures not previously looked at. These measures may call for controls that were not "proposed" prior to ANCA and may not be grandfathered by the FAA. It may be necessary to conduct a Part 161 Study to address these measures.

We understand that the completion of a Part 150 Study is an essential prerequisite to receiving federal funds for a Part 161 Study. Now is an ideal time to raise this issue before the Steering Committee.

4. APPOINTMENT OF VICE CHAIRS FOR THE COMMITTEE. We believe that the committee should act promptly to appoint one or more vice chairs to conduct meetings, in the event that the chairperson is not available. It is a good practice for both the chair and vice chairs to be democratically elected by committee members.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Committee members.

Cordially yours,




Gerald A. Silver

President—Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

Van Nuys Airport Part 150 Noise Compatibility Study										4/07/2000
Existing (1995-1999) and Forecasted (2000-2004) Aircraft Operations										
INM Type	Annual Operations:					Linear growth, w/ forecasts <0 set to 0.				
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
707QN*	6	22	2	2	2	0	0	0	0	0
727Q15	150	204	173	172	168	174	174	174	175	175
737300*	39	0	17	0	0	0	0	0	0	0
737400	0	0	2	0	0	0.5	0.5	0.5	0.5	0.5
737500*	18	0	12	0	0	0	0	0	0	0
737QN*	43	32	9	0	26	0	0	0	0	0
757PW	0	0	0	3	0	2	2	2	2	3
A320*	11	0	5	2	1	0	0	0	0	0
A7D	95	150	202	213	297	331	378	425	471	518
BAC111*	138	166	164	57	11	0	0	0	0	0
BAE146	0	0	0	2	0	1	1	1	2	2
CIT3	176	236	424	398	369	485	540	595	649	704
CL600	553	526	527	841	1,018	1,066	1,191	1,315	1,440	1,564
CNA500	1,234	1,276	1,070	1,445	2,024	1,934	2,109	2,284	2,459	2,634
DC8QN	0	1	0	0	3	2	3	3	4	4
DC9Q9	29	98	113	115	106	144	161	178	195	212
FAL20**	1,768	2,180	2,248	1,748	2,844	2,844	2,844	2,844	2,844	2,844
GIIB**	2,952	3,870	4,478	4,281	4,479	4,479	4,479	4,479	4,479	4,479
GIV	995	1,250	1,107	1,321	1,729	1,742	1,896	2,050	2,204	2,358
IA1125	265	511	627	191	117	157	95	34	0	0
LEAR25**	3,025	3,724	3,302	3,788	3,634	3,634	3,634	3,634	3,634	3,634
LEAR35	4,352	4,034	4,380	6,855	6,721	7,536	8,292	9,048	9,804	10,560
MD81	276	4	31	41	43	51	57	63	69	76
MD83*	276	0	0	2	0	0	0	0	0	0
MU3001	651	495	458	682	1,144	1,038	596	602	608	613
Jet Subtotal	17,051	18,778	19,351	22,157	24,736	25,621	26,453	27,732	29,039	30,380
BEC58P	61,993	61,042	65,740	64,158	61,052	63,168	63,292	63,415	63,539	63,662
C130	11	6	9	55	197	182	224	266	308	350
CNA441	34,331	42,686	41,856	47,769	37,312	44,104	45,208	46,313	47,417	48,521
CVR580	0	0	0	1	0	1	1	1	1	1
DC3	11	9	0	85	80	101	123	144	165	187
DHC6	6,873	6,930	7,990	6,683	9,811	9,346	9,909	10,471	11,034	11,597
GASEPF	122,266	114,094	106,694	118,763	155,292	144,638	151,710	158,782	165,854	172,926
GASEPV	63,914	63,169	71,710	65,457	63,545	66,024	66,179	66,334	66,489	66,644
HS748A	34	4	43	172	228	263	319	374	430	485
SD330	193	202	129	2,623	2,176	2,981	3,619	4,258	4,897	5,535
SF340	23	0	23	113	268	266	327	387	447	508
Prop Subtotal	289,649	288,142	294,194	305,880	329,961	331,073	340,909	350,745	360,582	370,418
Touch & Go (est.)	140,787	140,796	143,611	148,972	161,612	162,104	167,086	172,069	177,052	182,035
Helicopters (est.)	52,618	52,643	53,750	56,066	60,693	61,026	62,983	64,941	66,898	68,856
BUR ops (est.)	26,072	26,073	26,595	27,587	29,928	30,019	30,942	31,865	32,787	33,710
Grand Total	526,177	526,433	537,501	560,662	606,930	609,843	628,375	647,352	666,358	685,398

*forecasted operations were set to zero because the trend analysis indicated a negative number
 **these aircraft were set to a fixed level of operations after 1999 as a result of the non-addition rule.



February 18, 2000

Mr. Maurice Z. Laham
Airport Environmental Manager
Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Laham:

CARGO AIRLINE ASSOCIATION

It has come to our attention that Los Angeles has taken the position that it may bar the use of aircraft operated by U.S. certificated air carriers which are under 75,000 pounds gross weight and which do not meet Stage 3 noise standards. The Cargo Airline Association strongly disputes the legality of this position and urges Los Angeles to review and reconsider its initial decision to ban these aircraft from LAX.

The Airport Noise and Capacity Act of 1990 (ANCA) clearly excluded small aircraft (those under 75,000 pounds) from the requirement that they meet Stage 3 noise standards by the close of 1999. Therefore, under federal law, operators of small aircraft may still use Stage 2 aircraft. Some members of the U.S. cargo industry are in fact still operating this type of aircraft in their revenue service.

It is also clear that federal law prohibits States, Localities, and Political Subdivisions from enacting any rules or regulations that impact the prices, routes and/or services of certificated air carriers. More specifically, 49 U.S.C. § 41713 provides that:

Except as provided in this subsection, a State or a political subdivision of a State, or political authority of at least 2 States may not enact or enforce a law, regulation, or other provision having the force and effect of law related to a price, route or service of an air carrier that may provide air transportation under this subpart.

49 U.S.C. § 41713 (formerly 49 U.S.C. § 1305 (a) (1)).

We submit that any outright prohibition, based on local noise policy, of air carrier operations that are fully compliant with federal law contravenes the express language of 49 U.S.C. § 41713 and cannot stand. Accordingly, we urge Los Angeles to immediately reverse its determinations that air carriers using small aircraft exempted from the phaseout requirements of ANCA must comply with Stage 3 standards to operate at LAX.

1220 19th Street, NW

Suits 400

Washington, DC 20036

TEL 202-293-1030

FAX 202-293-4377

Thank you very much for attention to this matter; if you have any questions with respect to this position, please do not hesitate to contact me.

Sincerely yours,

A handwritten signature in cursive script that reads "Steve Alterman". The signature is written in black ink and includes a long horizontal flourish extending to the right.

Stephen A. Alterman
President

cc: Dennis Quilliam ✓
Karen Hoo
Phillip Depoian

**Correspondence & Responses Sent
(2000-2003)**

Los Angeles World Airports

January 14, 2003

Herman Bliss
Federal Aviation Administration
Western-Pacific Region
Airports Division
P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

Subject: VNY Part 150 Study

Dear Mr. Bliss:

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
James K. Hahn
Mayor
Board of Airport
Commissioners
Theodore Stein, Jr.
President
Warren W. Valdry
Vice President
Eileen N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong
Lydia H. Kennard
Executive Director

The Environmental Management Division of the Los Angeles World Airports has prepared the final Part 150 Report for Van Nuys Airport (VNY). The Study includes the main report, which contains the Noise Exposure Maps (NEM) and the Noise Compatibility Program (NCP) for the Study, and three separately bound appendices. The NEMs include the official base case for 2001, the official future case for 2006 with mitigation measures applied from the NCP, and a third NEM, which also displays the future 2006 case but without mitigation. This third NEM is entitled the Comparative NEM and is being included to provide an illustrative comparison of the future case with and without mitigation. The NCP includes 35 mitigation measures.

The VNY Part 150 Steering Committee approved the NEMs in November of 2000 and the NCP in July 2001. The Board of Airport Commissioners approved them in July 2001 by Resolution # 21489. The Steering Committee subsequently concurred with the BOAC action in August of 2001 to forward the documents to the FAA for your review and approval. In April 2002 we received comments from your office regarding additional information that was required to complete the submittal. The attached documents, dated January 2003, address those requirements. We are pleased to submit eight copies of the Study for your consideration.

Please direct any questions or comments you may have to Dennis Quilliam phone: (310) 646-7614; fax: (310) 646-0686; email: dquilliam@lawa.org.

Sincerely


Gary Brown
Environmental Affairs Officer

GB:DQ:dq

Enclosures

cc: R Johnson

T:\ENVMGT\2002\020277DQ\PCDOCS#197608v1

Los Angeles World Airports

January 14, 2003

Ms. Betsy Eskridge
California Department of Transportation,
Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Ms. Eskridge:

The Los Angeles World Airports has completed a Part 150 Noise Compatibility Study at Van Nuys Airport (VNY). A copy of the main report of the Study is being forwarded to your office for review and comment. We are sending you the report because of your office's involvement with Part 150 Studies in California.

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
President

Warren W. Valdry
Vice President

Eileen N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong

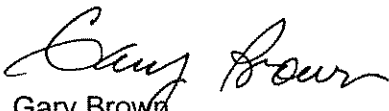
Lydia H. Kennard
Executive Director

The Study was prepared according to provisions set forth in Federal Aviation Regulations Part 150 and guidelines from the Federal Aviation Administration (FAA). After approval by the Board of Airport Commissioners the Study was submitted in September 2001 to the FAA, which has primary responsibility for review and approval of Part 150 Studies. Subsequent to their review the FAA made a series of comments on the content of the VNY Part 150. Based on those comments numerous additional materials were included in the Study to clarify methodologies used and provide analytical background for the mitigation measures in the Noise Compatibility Program (NCP) element of the Study. Those additions have been incorporated into the report that we have enclosed, which is dated January 2003, and supercedes the report dated August 2001.

There are 35 measures in the NCP that address a variety of land use issues, helicopter, piston and jet aircraft operations, as well as other airport related matters. We are asking you to focus on the aircraft operation measures in any comments you may wish to provide including those dealing with jets and helicopters. However, we would welcome your comments on any of the NCP measures, as well as any of the technical aspects of the Study such as aircraft operation forecasts or the Noise Exposure Maps.

We would appreciate your input within 30 days of receipt of the report or let us know if you would like to review the document for a longer period of time. Please direct questions and comments to Dennis Quilliam, Los Angeles World Airports, Environmental Management Division, 7301 World Way West, Los Angeles CA, 90045; phone: (310) 646-7614, ext 1017, fax: (310) 646-0686, and e-mail: dquilliam@lawa.org.

Sincerely,


Gary Brown
Environmental Affairs Officer

GB:DQ:dq

Enclosure

cc: R Johnson

Los Angeles World Airports

January 14, 2003

FAA Air Traffic Control Tower at VNY
7550 Hayvenhurst Pl
Van Nuys, CA 91406

VNY Control Tower Manager:

The Los Angeles World Airports has completed a Part 150 Noise Compatibility Study at Van Nuys Airport (VNY). A copy of the main report of the Study is being forwarded to your office for review and comment. We are sending you the report because of your office's direct involvement with operations at VNY. The report is also being formally submitted for approval to Mr. Herman Bliss, Manager of the Airports Division of the Federal Aviation Administration's (FAA) Western Pacific Division.

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
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Warren W. Valdry
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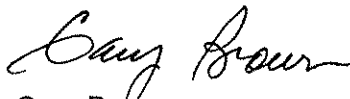
Lydia H. Kennard
Executive Director

The Study was prepared according to provisions set forth in Federal Aviation Regulations Part 150 and guidelines from the FAA. After approval by the Board of Airport Commissioners the Study was submitted in September 2001 to the FAA's Airport Planning Division in Hawthorne, which has primary responsibility for review and approval of the Part 150 Study at VNY. Subsequent to their review the FAA made a series of comments on the content of the VNY Part 150. Based on those comments numerous additional materials were included in the Study to clarify methodologies used and provide analytical background for the mitigation measures in the Noise Compatibility Program (NCP) element of the Study. Those additions have been incorporated into the report that we have enclosed, which is dated January 2003, and supersedes the report dated August 2001.

There are 35 measures in the NCP that address a variety of land use issues, helicopter, piston and jet aircraft operations, as well as other airport related matters. We are asking you to focus on the aircraft operation measures in any comments you may wish to provide including those dealing with jets and helicopters. However, we would welcome your comments on any of the NCP measures, as well as any of the technical aspects of the Study such as aircraft operation forecasts or the Noise Exposure Maps.

We would appreciate your input within 30 days of receipt of the report or let us know if you would like to review the document for a longer period of time. Please direct questions and comments to Dennis Quilliam, Los Angeles World Airports, Environmental Management Division, 7301 World Way West, Los Angeles CA, 90045; phone: (310) 646-7614, ext 1017, fax: (310) 646-0686, and e-mail: dquilliam@lawa.org.

Sincerely,



Gary Brown
Environmental Affairs Officer

GB:DQ:dq

Enclosure

cc: R Johnson
S Birk

Los Angeles World Airports

January 14, 2003

Mr. Marc Woersching
Los Angeles City Planning Department
200 North Spring Street, 7th floor
Los Angeles, CA 90012

Dear Mr. Woersching:

The Los Angeles World Airports has completed a Part 150 Noise Compatibility Study at Van Nuys Airport (VNY). A copy of the main report of the Study is being forwarded to your office for review and comment. We are sending you the report because of your involvement with the Studies development and with the VNY Master Plan.

The Study was prepared according to provisions set forth in Federal Aviation Regulations Part 150 and guidelines from the Federal Aviation Administration (FAA). After approval by the Board of Airport Commissioners the Study was submitted in September 2001 to the FAA, which has primary responsibility for review and approval of Part 150 Studies. Subsequent to their review the FAA made a series of comments on the content of the VNY Part 150. Based on those comments numerous additional materials were included in the Study to clarify methodologies used and provide analytical background for the mitigation measures in the Noise Compatibility Program (NCP) element of the Study. Those additions have been incorporated into the report that we have enclosed, which is dated January 2003, and supercedes the previous report dated August 2001.

There are 35 measures in the NCP that address a variety of land use issues, helicopter, piston and jet aircraft operations, as well as other airport related matters. We are asking you to focus on the land use measures in any comments you may wish to provide including those dealing with the ALUC and efforts to reduce non-compatible lands uses from the noise impacted areas. However, we would welcome your comments on any of the NCP measures, as well as any of the technical aspects of the Study such as aircraft operation forecasts.

We would appreciate your input within 30 days of receipt of the report or let us know if you would like to review the document for a longer period of time. Please direct questions and comments to Dennis Quilliam, Los Angeles World Airports, Environmental Management Division, 7301 World Way West, Los Angeles CA, 90045; phone: (310) 646-7614, ext 1017, fax: (310) 646-0686, and e-mail: dquilliam@lawa.org.

Sincerely,



Gary Brown
Environmental Affairs Officer

GB:DQ:dq

Enclosure

cc: R Johnson

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
James K. Hahn
Mayor
Board of Airport
Commissioners
Theodore Stein, Jr.
President
Warren W. Valdry
Vice President
Eileen N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong
Lydia H. Kennard
Executive Director

Los Angeles World Airports

January 14, 2003

Mr. Mark Child (ALUC Coordinator)
Los Angeles County Department of Regional Planning
320 West Temple Street, Room 1354
Los Angeles, CA 90012

Dear Mr. Child:

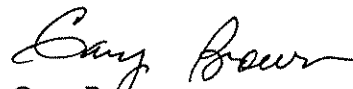
The Los Angeles World Airports has completed a Part 150 Noise Compatibility Study at Van Nuys Airport (VNY). A copy of the main report of the Study is being forwarded to your office for review and comment. We are sending you the report because of your office's involvement with VNY Master Plan and your responsibility for the Airport Land Use Compatibility Plan (ALUC), both of which relate to the Part 150 Study.

The Study was prepared according to provisions set forth in Federal Aviation Regulations Part 150 and guidelines from the Federal Aviation Administration (FAA). After approval by the Board of Airport Commissioners the Study was submitted in September 2001 to the FAA, which has primary responsibility for review and approval of Part 150 Studies. Subsequent to their review the FAA made a series of comments on the content of the VNY Part 150. Based on those comments numerous additional materials were included in the Study to clarify methodologies used and provide analytical background for the mitigation measures in the Noise Compatibility Program (NCP) element of the Study. Those additions have been incorporated into the report that we have enclosed, which is dated January 2003, and supercedes the previous report dated August 2001.

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We would appreciate your input within 30 days of receipt of the report or let us know if you would like to review the document for a longer period of time. Please direct questions and comments to Dennis Quilliam, Los Angeles World Airports, Environmental Management Division, 7301 World Way West, Los Angeles CA, 90045; phone: (310) 646-7614, ext 1017, fax: (310) 646-0686, and e-mail: dquilliam@lawa.org.

Sincerely,



Gary Brown
Environmental Affairs Officer

GB:DQ:dq

Enclosure

cc: R Johnson

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
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Warren W. Valdry
Vice President

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Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong

Lydia H. Kennard
Executive Director



Los Angeles World Airports

NOV 6 2001

Via Fax (818) 905-2425

J. Richard Leyner, President
Encino Community Council

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
President

Werron W. Veldry
Vice President

Elliott N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong

Lydia H. Kennard
Executive Director

Dear Mr. Leyner:

Thank you for your letter concerning the VNY Part 150 Noise Compatibility Study. I understand your concern over airport noise mitigation; however, I hope you recognize the difficulties encountered in trying to reach a balance between your particular objectives and those of other members of the community.

The 21-member Steering Committee for the Part 150 Study was created to provide a balanced approach to addressing the competing issues of noise relief to residents, while striving to maintain economic prosperity for the overall community. The 21 members appointed to that Committee represented a wide range of diverse interests, and they devoted a considerable amount of time and energy in the development of the 35 mitigation measures recommended in the Study's Noise Compatibility Program (NCP). The Committee labored for many years in the process, and provided one of the best open forums for an inclusive debate of all sides of each issue, including extensive input from the general public.

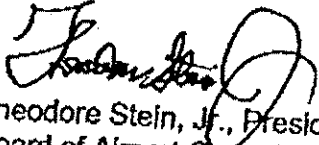
There are undoubtedly many proposals that members of the community would like to see considered, as well as some measures that others would like to have rejected. A Noise Roundtable will be established to have a full dialogue on all potential issues, including the three measures you are advocating at this time. Additionally, a Helicopter Task Force will be formed to examine in detail all the technical and policy aspects of businesses that rely on helicopters to function. This task force will strive to achieve minimal helicopter impact on the community.

For these reasons, I think it would be inappropriate for the Board of Airport Commissioners to circumvent, or attempt to replicate, the process that was so well embodied in the Steering Committee. Conversely, after 12 years, enough time has been spent on that particular process and it would be counterproductive to reopen it. The Noise Roundtable will provide a more than adequate forum to continue the VNY noise reduction discussion. In the meantime, the final product of the Steering Committee can be acted upon by the FAA and progress made toward implementation of the numerous mitigation measures that have been agreed upon to date.

J. Richard Leyner
Encino Community Council
Page 2

Once again, I want to thank you for your interest. I believe that by working together we can strive to fully address aircraft-related noise at Van Nuys Airport.

Sincerely,



Theodore Stein, Jr., President
Board of Airport Commissioners

TOS:DQ

- cc: VNY Part 150 Steering Committee Members
The Honorable Brad Sherman
The Honorable Howard Berman
The Honorable Zev Yaroslavsky
The Honorable Cindy Miscikowski
The Honorable Jack Weiss
The Honorable Dennis Zine

Los Angeles World Airports

October 23, 2001

Pat Kater
16149 Otsego Street
Encino, CA 91436

Dear Ms Kater:

Thank you for your e-mail concerning aircraft noise issues at Van Nuys Airport (VNY) and the VNY Part 150 Noise Compatibility Study. I appreciate the concern you have expressed over airport noise mitigation and I only ask that you try to understand the difficulties in reaching a balance between your particular objectives and those of other members of the community.

You suggested that the Steering Committee for the Part 150 Study was biased. On the contrary, every effort was taken to create a Committee that would provide a balanced approach to addressing the competing issues of noise relief to the residents, while striving to maintain economic prosperity for the overall community. There were 21 members appointed to that Committee who represented a wide range of diverse interests. These included representatives from five City Council Districts, two Congressional Districts, the Mayor's Office and a County Supervisor District. The remaining members were composed of equal numbers of area residents, who represented different homeowner groups and airport tenants.

The members of the Steering Committee devoted a considerable amount of time and energy in the development of the 35 mitigation measures recommended in the Study's Noise Compatibility Program (NCP). The Committee labored for many years in this process and provided one of the best open forums for an inclusive debate of all sides of each issue that it considered, including extensive input from the general public. Nonetheless, it is difficult to please everyone.

A recent example of how difficult it is to reach a consensus is illustrated in a letter that was signed by six members of the Steering Committee after the final deliberations of the Committee were concluded. The letter requested that the Board of Airport Commissioners consider three additional mitigation measures. However, two of the six people who signed the letter did not agree with all three of the mitigation measures. One of these measures had previously been voted down by the Steering Committee. This is indicative of the contentious nature of the noise issue at VNY and reflects the difficulty in reaching a mutually acceptable agreement.

There are undoubtedly many other proposals that certain members of the community would like to see considered, as well as measures that other people would like to have rejected. That is why a Noise Roundtable will be established, to have a full dialogue on all potential issues. In addition, a Helicopter Task Force will be formed to examine in detail all the technical and policy aspects of businesses that rely on helicopters to function. This Task Force will strive to achieve minimal helicopter impact on the community. I can assure you that every effort will be made

2/1/01

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

Theodore Stein, Jr.
President

Warren A. Valby,
Vice President

Eileen H. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong

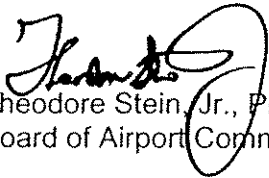
Lydia H. Leonard
Executive Director

Pat Kater
Page 2

to have the members of these groups represent all sides of the noise issues and to consider the issues in as equitable a manner as possible. With the cooperation of residents like yourself, these forums can and will bring an effective and balanced approach to the formulation of additional noise mitigation for the residents in the communities around VNY.

Once again, I want to thank you for your interest. I believe that by working together, we can strive to fully address aircraft related noise at VNY.

Sincerely,



Theodore Stein, Jr., President
Board of Airport Commissioners

TS:DQ

cc: The Honorable Howard Berman
The Honorable Brad Sherman
The Honorable Cindy Miscikowski
The Honorable Nick Pacheco
The Honorable Alex Padilla
The Honorable Jack Weiss
The Honorable Dennis Zine

Los Angeles World Airports

October 23, 2001

Corey Weiss
Corey Weiss & Associates
9401 Wilshire Boulevard, Suite 1250
Los Angeles, CA 90212

Dear Mr. Weiss:

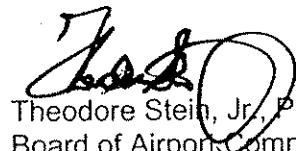
Thank you for your e-mail regarding aircraft noise issues at Van Nuys Airport (VNY). I appreciate the deep concern you have over airport noise and your wish for an appropriate level of noise mitigation. In considering this concern I ask that you try to understand the difficulties in reaching a balance between your particular objectives and those of other members of the community.

As you may know, the VNY Part 150 Study was recently adopted and submitted to the Federal Aviation Administration (FAA). The purpose of the Study was to address noise issues. The Steering Committee devoted a considerable amount of time and energy in the development of 35 mitigation measures recommended in the Study's Noise Compatibility Program (NCP). The Study provided an inclusive stakeholder exchange and considered all sides of each issue, together with extensive input from the general public. Nonetheless, it is reasonable to expect that not everyone in the community would be pleased with this effort.

There are undoubtedly many additional proposals that certain members of the community would like to see considered, as well as many measures that other stakeholders would like rejected. That is why a Noise Roundtable will be established, to continue a full dialogue on potential issues. In addition, a Helicopter Task Force will be formed to examine in detail all the technical and policy aspects of businesses that rely on helicopters to function. This Task Force will strive to achieve minimal helicopter impact on the community. Every effort will be made to have the members of these groups represent all sides of the noise issues and to consider the issues in as equitable a manner as possible. With the cooperation of residents like yourself these forums can and will bring an effective and balanced approach to the formulation of additional noise mitigation for the residents in the communities around VNY.

Once again, I want to thank you for your interest. I believe that by working together, we can strive to fully address aircraft related noise at VNY.

Sincerely,



Theodore Stein, Jr., President
Board of Airport Commissioners

TS:DQ

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
James R. Lahn
Mayor
Board of Airport
Commissioners
Theodore Stein,
President
Loren A. Ladd,
Vice President
Eileen M. Levine
Sheryl K. Petersen
Armando Vergara, Sr.
Makela Walter
Island Wong
Lydia H. Kennard
Executive Director

September 25, 2001

Gerald A. Silver
P.O. Box 260205
Encino, CA 91426

Re: VNY FAA Part 150 - Steering Committee - Minority Report Motions

Dear Mr. Silver:

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles

Thank you for your letter of August 14, 2001 concerning the VNY Part 150 Noise Compatibility Study. I genuinely appreciate the commitment and hard work demonstrated by you and the other members of the Study's Steering Committee. Your personal passion for airport noise mitigation is recognized and I hope that you understand the difficulties in striking a balance between your particular objectives and those of other stakeholders.

The 20 person Steering Committee representing a wide range of diverse interests was created to provide advice to the Board of Airport Commissioners (BOAC). Committee members were selected to provide a balanced approach in addressing the competing issues of noise relief to the affected residents, while striving to maintain economic prosperity for the overall community. The members of this Committee devoted considerable time and energy in the development of the 35 mitigation measures recommended in the Study's Noise Compatibility Program (NCP). Although the Committee labored for many years in the process, it nonetheless provided one of the best open forums for an inclusive debate of all sides of each issue that it considered, including both extensive and intensive input from the general public.

There are undoubtedly many other proposals that residents would like to see considered, as well as many measures that other pro-aviation interested people would like to have rejected. That is why I intend to establish a VNY Noise Roundtable to continue with a full dialogue on potential issues, not just the three measures you are advocating at this time. In addition, a VNY Helicopter Task Force will be formed to examine in detail all the technical and policy aspects of businesses that rely on helicopters to function. This Task Force will strive to achieve minimal helicopter impact on the community.

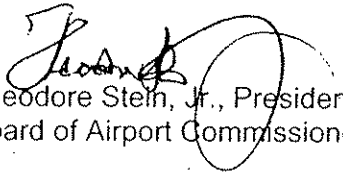
Although the Part 150 process is a powerful vehicle for achieving noise mitigation, it clearly is not the only means for reaching these objectives. I cannot subscribe to your characterization that the Noise Roundtable or other forums for policy development, such as the Helicopter Task Force, will necessarily drag on for years without achieving anything. One primary example of an effective and fair tool to mitigate VNY noise is the Stage 2 Jet Aircraft Non-Addition Rule, which was conceived in the VNY Part 150 Study process, but implemented completely outside that process. With the cooperation of residents like yourself, these forums can and will bring an effective and balanced approach to additional noise mitigation for the residents in the communities around Van Nuys Airport.

Gerald A. Silver
September 25, 2001
Page 2

For these reasons, I think it would be inappropriate for the BOAC to circumvent, or attempt to replicate, the process that was so well embodied in the Steering Committee. Conversely, after a decade, enough time has been spent on that particular process and it would be counterproductive to reopen it. The Noise Roundtable will provide an adequate forum to continue the VNY airport noise reduction discussion. In the meantime, the final product of the Steering Committee can be acted upon by the FAA and progress made toward implementation of the numerous mitigation measures that have been agreed upon to date.

Once again, I want to thank you for your past involvement and by continuing to work together we can make the Van Nuys airport and the surrounding communities mutually more compatible.

Sincerely,



Theodore Stein, Jr., President
Board of Airport Commissioners

TS:DQ

cc: The Honorable Howard Berman
The Honorable Brad Sherman
The Honorable Zev Yaroslavsky
The Honorable Cindy Miscikowski
The Honorable Jack Weiss
The Honorable Dennis Zine
VNY Part 150 Steering Committee Members



Los Angeles World Airports

September 21, 2001

Herman Bliss
Federal Aviation Administration
Manager of Airports Division
Western Pacific Region, AWP-600
PO 92007
Los Angeles, CA 90009-2007

Subject: VNY Part 150 Study

Dear Mr. Bliss

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
Richard J. Riordan,
Mayor
Board of Airport
Commissioners
John J. Agoglia
President
Mark E. Schaffer
Vice President
Lee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Petersen
Warren W. Vaidry
Lydia H. Kennard
Executive Director

The Environmental Management Division of the Los Angeles World Airports has prepared the final Part 150 Report for Van Nuys Airport (VNY). The Study includes the main report, which contains the Noise Exposure Maps (NEM) and the Noise Compatibility Program (NCP) for the Study, and two separately bound appendices. The NEMs include the official base case for 1999, the official future case for 2004 with mitigation measures applied from the NCP, and a third NEM, which also displays the future 2004 case but without mitigation. This third NEM is entitled the Comparative NEM and is being included to provide an illustrative comparison of the future case with and without mitigation. The NCP includes 35 mitigation measures.

The VNY Part 150 Steering Committee approved the NEMs in November of 2000 and the NCP in July 2001. The Board of Airport Commissioners approved them in July 2001 by Resolution # 21489. The Steering Committee subsequently concurred with the BOAC action in August of 2001 to forward the documents to the FAA for your review and approval. We are pleased to submit eight copies for your consideration.

Please direct any questions or comments you may have to Dennis Quilliam phone: (310) 646-7614; fax: (310) 646-0686; email: dquilliam@lawa.org.

Sincerely



Maurice Laham
Airport Environmental Manager

MZL:DQ:dq

cc: R Johnson

attachments

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Los Angeles World Airports

September 18, 2001

Mr. Coby King, Chair
Van Nuys Airport Citizens Advisory Council
16461 Sherman Way, Suite 300
Van Nuys, CA 91406

Subject: Van Nuys Airport Citizens Advisory Council Meeting – August 7, 2001

Dear Mr. King:

This is in response to several motions approved by the Van Nuys Airport Citizens Advisory Council (VNY CAC) at its meeting on August 7, 2001.

Regarding your desire for membership in the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.), this request is being reviewed by staff to determine whether membership by Los Angeles World Airports (LAWA) in this organization is appropriate.

The Council also passed a motion recommending that LAWA contact the manufacturers of noise attenuation structures to request the preparation of a study to determine the benefits and costs of these structures for any feasible areas at Van Nuys Airport. I would like to assure the members of the VNY CAC that LAWA is intent on instituting noise reduction measures for the residents near Van Nuys Airport. Please be advised that the recently completed Part 150 Study includes a measure very similar to the one recommended by the VNY CAC.

Item 4 B) of the Part 150 Study reads as follows:

4) Construction and Capital Improvement

B) Provide the means to develop neighborhood enhancement projects with a focus on noise mitigation (e.g. sound walls, landscaping).

LAWA is committed to the implementation of measures contained within the Part 150 Study. We will investigate the feasibility and effectiveness of sound walls as the VNY CAC suggests, along with the rest of the measures contained within the Part 150 Study.

We appreciate the Council's input and recommendations on matters concerning Van Nuys Airport.

Sincerely,

Theodore Stein, Jr., President
Board of Airport Commissioners

TS:MA

cc: S. Birk

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

James K. Hahn
Mayor

Board of Airport
Commissioners

John J. Agoglia
President

Mark E. Schaffer
Vice President

Lee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Petersen
Warren W. Valdry

Lydia H. Kennard
Executive Director



Los Angeles World Airports

Date: July 19, 2001

To: VNY Part 150 Steering Committee

From: Mark Schaffer, Committee Chairman

Subject: Final Consideration of the VNY Part 150 Study

At its meeting on July 16, 2001 the Steering Committee made considerable progress toward completion of the Part 150 Study for VNY. To date we have gone through all the measures that were proposed by committee members last fall. Our objective was to afford every reasonable opportunity for each member of the committee to provide input, develop a comprehensive list of measures to consider and then come to agreement of those that were acceptable. To a very real measurable degree we have completed this objective.

I think everyone appreciates that this committee has committed a tremendous amount of its time and energy in the past to move this process forward. Given the commitment made to date, I believe that we are on the verge of completing the process in a thoughtful and responsible manner and I sincerely hope we can do so at our next meeting.

I also recognize that there are those who would like to continue the process to consider more measures. There are two responses that are applicable in this regard. The first is that one of the important measures to have already been adopted is the establishment of a Noise Roundtable at VNY. This program will provide the best vehicle by which new proposals can continue to be brought forth and fully debated. The second factor is that the Part 150 process has been going on (off and on) for more than 12 years. It seems imminently reasonable that enough effort has been made in this particular process and that to make it a worthwhile effort the next step should be taken, which is to submit the Study to the FAA so that implementation of the program can begin.

In the spirit of moving forward, the work done by the Steering Committee was submitted to the Board of Airport Commissioners (BOAC) on July 19, 2001. The following two motions were adopted with respect to the Noise Exposure Maps and Noise Compatibility Program:

First, I would move that the BOAC adopt the staff report and the VNY Part 150 study, including the Noise Exposure Maps;

Secondly, I would move that LAWA Executive Director be directed to defer transmittal of the study to the FAA for two weeks to allow the VNY Steering Committee to hold a meeting for the purpose reviewing the Board's action. If the Committee concurs with

the Board's action, LAWA will then proceed with the submittal of the study to the FAA. In the event the Committee objects to the Board's action, the BOAC will take the Committee's suggestions into consideration and take whatever further action, if any, it deems appropriate. Realizing that it has taken over 10 years to come to this stage and the fact that there is not much interest in delaying this matter indefinitely, this motion would authorize the Executive Director to submit the study to the FAA if the Steering Committee fails, for any reason, to take action on the matter two weeks from today, which is August 2, 2001.

The NEMs and NCP that were adopted by the BOAC are the same as those that have been adopted by the Steering Committee over the last several months. As you may recall in November we adopted the NEMs and 26 of the previously adopted measures. In the ensuing months we adopted 21 more measures. Twelve of the 21 new measures were incorporated into similar existing measures by expanding the language and intent of those measures. The remaining nine were added to make a total of 35 measures to comprise the NCP. The three NEMs and the NCP are attached for your reference.

As indicated in the BOAC motion shown above the purpose of the next Steering Committee meeting is to ask whether the Committee concurs or objects to the action taken by the BOAC. Accordingly, I have scheduled our next meeting for August 2, 2001. The meeting will again be held at the Airtel Plaza Hotel and will commence at 7:00 p.m. Also enclosed is an agenda for this meeting. It should be noted that this meeting will be advertised in both the valley edition of the Los Angeles Times and the Daily News, in order to insure that all interested citizens will have an opportunity to attend.

It is my hope and expectation that we can consider and vote upon the whole Part 150 Study as acted upon by the BOAC. Thank you for your commitment to this effort and I look forward to seeing you at the next meeting.

MS:dq

Attachments

cc: R. Johnson
P. Depoian



Los Angeles World Airports

July 13, 2001

Congressman Howard Berman
26th Congressional District
10200 Sepulveda Boulevard, Suite 300
Mission Hills, CA 91345

Subject: VNY Part 150 Meeting - July 16, 2001

Dear Congressman Berman:

LAX
Ontario
Van Nuys
Palm Dale
City of Los Angeles
Richard J. Riordan,
Mayor
Board of Airport
Commissioners
John J. Agoglia
President
Mark E. Schaffer
Vice President
Lee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Petersen
Warren W. Valdry
Lydia H. Kennard
Executive Director

Thank you for your concern regarding Van Nuys Airport (VNY) noise mitigation issues expressed in your July 11, 2001 letter, in which a request was made to postpone the July 16 Part 150 meeting. As you are aware, the Van Nuys Part 150 Steering Committee has been meeting for several years. The Part 150 Program is near completion.

A Part 150 study includes two major elements, Noise Exposure Maps, and a Noise Compatibility Program. The first element, the Noise Exposure Maps, have already been approved by the Committee. The second element, the Noise Compatibility Program is almost complete. This committee has already discussed and considered numerous noise control measures for inclusion in the Part 150 Noise Compatibility Program. Except for five, all of the noise mitigation measures have been considered and voted on. The last five have already been discussed and only because of time constraints, voting was delayed until the next scheduled meeting.

Los Angeles World Airports (LAWA) believes that it is time for the program developed through years of dedication and hard work by this Committee to be implemented. The Committee has been studying the Part 150 for over a decade and membership has changed throughout this time. Valley residents need and deserve some noise relief. An approved Part 150 will provide the mechanism through which this relief can be accomplished. In addition, the approved Part 150 will ensure the City's ability to access federal funds for noise mitigation.

On July 10, 2001 the VNY Airport Citizens Advisory Committee considered a motion to request the Part 150 Steering Committee to take no action at the next meeting. This motion was overwhelmingly rejected. The advisory Committee, by a vote of 10 to 2, voted to support the Part 150 Steering Committee's task of completing the study. LAWA believes that this motion underscores the desire on the part of most valley residents to move beyond the study stage and into active noise relief.

Page 2
Congressman Howard Berman
July 13, 2001

Finally, it is too late to cancel the meeting. The meeting time has already been scheduled, newspaper advertising published, and the hotel meeting room, court reporter, and refreshments arranged for. Total costs for this meeting are approximately \$20,000.

Again, thank you for your concern. LAWA appreciates the support you have provided to the Part 150 Steering Committee. We request that you encourage your representatives to attend and participate in the July 16 meeting. LAWA believes that by working together we can make the airport and the surrounding community, in which your constituents live, more mutually compatible.

Sincerely,


Maurice Z. Laham
Airport Environmental Manager

MZL:jpf

Attachments

cc: Congressman Sherman
R. Johnson
M. Shaffer

T:\ENVMGT\2001\010222\MZL\PCDOCS #183742 v1



MEMORANDUM

Los Angeles World Airports

Date: May 31, 2001
To: VNY Part 150 Steering Committee
From: Mark Schaffer, Committee Chairman
Subject: Steering Committee Meeting

At the last Steering Committee meeting on May 29, 2001 the Committee made a great deal of progress towards completion of the Noise Compatibility Program (NCP). I think it would be advantageous to capitalize on the momentum of that meeting by reconvening the Steering Committee as quickly as possible. I have asked staff to schedule the next meeting on Thursday, June 21, 2001. The meeting will again be held at the Airtel Plaza Hotel at 7:00 p.m.

The attached agenda reflects the five remaining mitigation measures that will be addressed at the next meeting. As I indicated in my previous correspondence, it is my hope and expectation that we can consider and vote upon each of these measures and add the desired ones to the measures approved in our earlier meetings. When this process is completed we should have a comprehensive and effective NCP to submit to the Board of Airport Commissioners. Once again, thank you for your commitment to this effort and I look forward to seeing you at the next meeting.

MES:DQ:dq

Attachment

cc: R. Johnson
P. Depoian

T:\ENVMGT\2001\010169DQ\PCDOCS #182172 v1



MEMORANDUM

Los Angeles World Airports

Date: May 14, 2001
To: VNY Part 150 Steering Committee
From: Maurice Laham, ^{4/29} Project Administrator
Subject: May 29, 2001 Meeting Materials

On May 3, 2001 meeting materials for the VNY Part 150 meeting to be held on May 29th were sent to the Steering Committee. These included an agenda, minutes from the January 11, 2001 meeting, a memo from Chairman Schaffer, and a memo dated April 30, 2001 which listed 26 proposed measures for possible inclusion in the Noise Compatibility Program (NCP) with brief analyses and recommendations. The 26 proposed measures were derived from three sources, which were referenced in the April 30th memo as being attached. However, since these three attachments were inadvertently left out of the previous mailing they are being sent to the Steering Committee in this mailing.

In addition, correspondence was received from Committee member Wayne Williams, dated January 26, 2001. Mr. Williams requested that the subject matter of his letter be placed on the next Committee agenda. This had been done as agenda item #3 for the May 29th meeting. Mr. Williams' correspondence is also included in this mailing for your review.

Attachments

MZL:DQ:dq

cc: R. Johnson
P. Depoian



Los Angeles World Airports

Date: May 3, 2001
To: VNY Part 150 Steering Committee
From: Mark Schaffer, Committee Chairman
Subject: Additional Proposed Noise Compatibility Program Measures

The VNY Part 150 Steering Committee last met on January 11, 2001, without, in my judgement, making much progress. In an effort to make the next meeting more productive, I have instructed staff to prepare an analysis of the 26 Noise Compatibility Program ("NCP") measures distributed to committee members prior to the last meeting. In addition, staff has requested input from the Federal Aviation Administration ("FAA") on these 26 NCP measures. Attached is a copy of the analysis prepared by staff (VNY Management and Operations Staff as well as Environmental Management Division Staff) that includes the comments received from the FAA.

By way of background, the 26 NCP measures discussed in the attached report are those contained in a letter dated December 21, 2000 from Mr. Gerald Silver, a letter dated January 9, 2001 from Congressman Brad Sherman and a memo dated September 21, 2000 from Mr. Maury Laham. These NCP measures were proposed in addition to the 26 NCP measures that were approved by the committee at its meeting on November 8, 2000.

At our last meeting, I felt there was some confusion over what NCP measures under consideration would be subject to the further requirements of a Part 161 study. The FAA was asked to comment on this issue specifically. As you will see in the attached report, the FAA indicated that 14 of the 26 proposed NCP measures would require a Part 161 study. As to these measures, the FAA stated that:

"These items involved potential airport noise and access restrictions. Consideration of airport noise and access restrictions in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7 (b)(5). Implementation of any new or revised, more stringent, noise and access restrictions that are applicable to operations of Stage 2 and 3 aircraft will be subject to the requirements of Part 161."

In other words, although these 14 items could be included in the Part 150 Study, they could not be implemented without complying with the additional requirements of a Part 161 Study.

The FAA also noted that their comments were preliminary in nature and should not be construed as approval or disapproval by the FAA of any potential noise mitigation measures. All noise mitigation measures recommended by the City (after approval by the Board of Airport Commissioners) for implementation in the Noise Compatibility Program will be considered for FAA approval, disapproval or other action subsequent to the acceptance by the FAA of the Noise Exposure Maps.

Please note that the attached report contains a recommendation from staff for each of the proposed NCP measures. If a proposed NCP measure recommended for inclusion in the Part 150 study would also require a Part 161 Study, that fact is noted in the recommendation.

As will be apparent when you review the attached report, staff has spent a great deal of time and effort in reviewing, analyzing, and formulating a recommendation for each of the 26 proposed NCP measures. The FAA has also provided extremely valuable input with respect to each of the measures.

I recognize that this committee has also committed a tremendous amount of its time and energy over a substantial period of time to move this process forward. Given the commitment made to date, I believe that we are on the verge of completing the process in a thoughtful and responsible manner and I sincerely hope we can do so at our next meeting.

Accordingly, I have scheduled our next meeting for May 29, 2001. The meeting will be again held at the Airtel Plaza Hotel and will commence at 7:00 p.m. Also enclosed is an agenda for this meeting together with a copy of the minutes for our meeting held on January 11, 2001. Please be advised that I have instructed staff to advertise the next meeting in both the Valley Edition of the Los Angeles Times and the Daily News, in addition to the notices legally required for the meeting, in order to insure that all interested citizens will have an opportunity to attend.

It is my hope and expectation that we can consider and vote upon each of the 26 proposed NCP measures so that by the end of the meeting we will have a list of NCP measures that can be added to the measures previously approved at our meeting last November. Thank you for your commitment to this effort and I look forward to seeing you at the next meeting.

MZL:DQ:jpf

Attachments

cc: R. Johnson

T:\ENVMGT\2001\010142DQ\PCDOCS #180945 v1



Los Angeles World Airports

Date: April 30, 2001
To: VNY Part 150 Steering Committee
From: Maurice Laham, Airport Environmental Manager
Subject: Analysis of Proposed NCP Measures

At the last meeting of the VNY Part 150 Steering Committee, on January 11, 2001, there was discussion of potential measures to be considered for addition to the Study's Noise Compatibility Program (NCP). The measures under consideration were from a letter, dated December 21, 2000 from Gerald Silver, a memo dated September 21, 2000 from Maurice Laham, and a letter from Congressman Brad Sherman, dated January 9, 2001. All of these have previously been sent to the Steering Committee and are attached again here for your reference.

Coincidentally there are a total of 26 proposed measures in this memo, which is the same number of measures in the NCP that was adopted by the Steering Committee at its meeting on November 8, 2000. To distinguish between the two sets of measures the ones in this memo should be referred to as proposed measures and the other measures should be referred to as adopted NCP measures. The purpose of this memo is provide brief comments, analysis and recommendations on each of these proposed measures with input from the Federal Aviation Administration (FAA), and VNY Management and Operations Staff, as well as staff of the Environmental Management Division.

The FAA indicated that it encourages the analysis of any proposed noise and access restriction in a comprehensive Part 150 study prior to conducting a Part 161 analysis. The Part 150 study should analyze nonrestrictive measures to mitigate noise and then analyze the proposed restriction as a last resort to address a noise problem not mitigated by other measures. The FAA also suggested that a description of the relative contribution of each of the proposed measures to the overall effectiveness of the program must be identified in the NCP documentation. This description may be in narrative form and may be brief.

The brief analyses that follow are not intended to supercede or otherwise replace any other extensive analysis, which may be conducted on any of the proposed measures, such as with a Part 161 Study. They are only meant to provide a general direction to supplement the discussion of each measure. The proposed measures are listed here in the same order as they are found in the referenced correspondence starting with Mr. Silver's letter, followed by Congressman Sherman's letter, and then Mr. Laham's memo.

Proposed measures from Gerald Silver's letter, dated 12/21/2000:

- 1) Rental rates for leases and tie downs should be correlated to the level of noise generated by the aircraft to encourage quieter aircraft usage.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: If pursued by the Steering Committee and the Board of Airport Commissioners (BOAC) this measure would require a Part 161 analysis. As a point of reference the author of this measure, Gerald Silver, previously made a similar suggestion in correspondence to the BOAC. In a letter, dated January 23, 2001, John Agoglia, the President of the BOAC, responded by indicating that managing aircraft noise through the VNY leasing policy would be counterproductive, because the proposed measure would apply only to existing tenants and not provide a means for addressing itinerant operations. However, Mr. Agoglia did encourage Mr. Silver to continue working with the Part 150 Steering Committee to address his proposals.

The reason a Part 161 Study would be required is because the proposed measure would establish a financial disincentive to certain aircraft or aircraft types from being based at VNY and therefore would affect access of those aircraft to the airport. The financial impact of such a restriction would have to be compared to any benefits derived by noise impact reductions according to the requirements of the Part 161 regulations. A Part 161 analysis would be necessary to determine whether the aircraft or aircraft types identified as applicable in such a measure contribute to the overall noise impact levels experienced at VNY and to what extent is their particular contribution. A comparison between the costs and the potential noise impact reduction (benefit) would have to be done to evaluate whether there was a quantifiable justification for imposing the restriction that can be demonstrated to outweigh any negative aspects of the measure.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be predicated on the findings of the Part 161 Study.

- 2) **The Part 150 NCP should establish differential landing fees with higher fees for noisier aircraft and lower fees for quieter aircraft.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: This proposed measure would also require a Part 161 analysis. This type of analysis would follow the same procedure as outlined above with a comparison between the costs to be imposed and the potential benefits to be derived to determine whether imposition of the measure would be justified. The approach of differential landing fees is predicated on the concept that an airport operator and the surrounding community incurs a noise cost from the operations of noisier aircraft and therefore it is appropriate to apportion the fees to address these noise costs.

Several factors should be recognized with respect to differential landing fees. The concept has been attempted at various commercial airports in the United States and Europe. Legal challenges have curtailed implementation of the concept in this country but it has been successfully pursued at certain European airports. Currently, only a limited number of aircraft

operations are subject to any type of landing fee at VNY. These primarily include business jets, which include air taxis and charter flights. Therefore, in addition to establishing a tiered range of landing fees the measure would have to be extended to apply to most of the aircraft at VNY that have never been charged any type of landing fees.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be based on the findings of the Part 161 Study.

- 3) **Fines should be imposed for aircraft operators who violate policies at VNY. After two violations, operators who violate the "Fly Neighborly" program should be fined \$500 for the third noisy operation. The fourth citation fine should be \$1,000, and the fifth, \$2,000. Any operator who receives a sixth citation letter should be banned from using the airport.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: The Fly Neighborly Program is currently a voluntary program. In order to impose the suggested fines in this measure it would be necessary to incorporate the provisions of the Fly Neighborly Program into the existing VNY noise ordinance or to create a new ordinance. In either case it would require a Part 161 Study before such action could be contemplated. The issue of permanently banning an aircraft from using the airport may go beyond the purview of a Part 161 Study and question whether an airport operator has the legal right to prevent an aircraft from landing at an airport. As a voluntary effort the Fly Neighborly Program has been successful with the majority of aircraft operators complying with their target departure noise levels. The small percentage of operators who remain out of compliance could arguably be reduced with the imposition of the suggested fines.

There is a precedent for such a fine system with the existing Van Nuys Noise Abatement and Curfew Regulation. The fines for violation of this regulation are set at flat rates of \$750 for the first violation, \$1,500 for the second violation within one year of the first one, and \$3,500 for the third violation within three years of the first one. These fines are actually higher than the ones in the proposed measure for violation of the currently voluntary Fly Neighborly Program. With respect to the cost of maintaining and operating an aircraft this penalty structure has a greater proportionate cost impact on those with lower operating costs than on those with higher costs.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be based on the findings of the Part 161 Study.

- 4) **The NCP should establish a daytime maximum noise limit of 77 dBA for aircraft operating at the airport.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161. The establishment of a maximum noise limit of 77 dBA is not exempt from the requirements of Part 161 as stated by Mr. Silver. This matter has been previously addressed by the FAA in a letter from Ms. Woodie Woodward, Acting Associate Administrator for Airports, to Mr. Bret Lobner, Senior Assistant City Attorney, dated April 17, 2000. In this letter, we indicated that the immediate implementation of a 77 dBA noise limit is, in effect, a very different "proposal" than was in the proposed 1990 "phase-out" rule.

General Comments: As suggested by the author of this potential measure this was originally proposed by LAWA prior to the passage of ANCA. Therefore, it should be possible to apply this measure to Stage 2 aircraft without further delay, since it is grand-fathered under provisions of ANCA. However, when this measure was originally proposed the 77 dBA limit was established as a demarcation between Stage 2 and Stage 3 aircraft as related to the actual fleet of aircraft operating at VNY at that time. The intent was clearly to apply only to Stage 2 aircraft. Therefore, all aircraft under the 77 dBA limit should, by definition, be Stage 3. To the extent that new Stage 3 aircraft now flying at VNY are now above the 77 dBA limit the application of this proposed measure to Stage 3 aircraft would require a Part 161 analysis following the procedures outlined previously. It is not clear why the proposed measure would only establish a daytime limit as opposed to all non-curfew hours.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be based on the findings of the Part 161 Study.

- 5) **A cap on the number of Stage 3 jets that may be based at VNY should be a major NCP measure.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: The author of this proposed measure suggests that without a cap on the growth of Stage 3 jets, there will be a huge increase in the noise contour around VNY, which could overshadow all other noise control measures. This assertion would need to be verified by quantifiable analysis. On the surface, however, it does not appear to be an accurate reflection of the expected growth of Stage 3 aircraft or the real dynamics of noise impacts.

In general, a noise contour is not driven by the number of operations of each type of aircraft as much as it is by the loudest aircraft. In other words the noise generated by multiple operations of quiet aircraft can easily be subsumed by one operation of a loud aircraft. By definition Stage 3 aircraft are the quietest aircraft, although there are obviously a range of noise profiles within the broad category of aircraft certified as Stage 3. To impose a cap on all Stage 3 operations without first targeting specific aircraft types and quantifying the level of benefits would be shortsighted.

In previous modeling exercises Stage 2 operations were replaced with Stage 3 aircraft, keeping the same level of operations. The result was to virtually eliminate impacted land uses within the noise contour. It would probably take a substantial increase in the number of Stage 3 operations to make a measurable difference in the contour size or number of impacted uses. The actual contours and level of impact areas would have to be demonstrated through a series

of scenarios that represent increased levels of operations as well as a variety of fleet mixes. From the results of these scenarios an appropriate limitation could be identified if it was determined that a cap on Stage 3 operations appeared to be warranted. This whole process would be best achieved through a Part 161 analysis.

Recommendation: It is recommended that this proposed measure not be pursued because the resulting economic hardships would be disproportionately higher than any benefits that might be realized. If the proposed measure is included in the Part 150 Study it should be identified as one of the items to be referred to a comprehensive Part 161 analysis. A determination on whether to further pursue this type of measure would be based on the findings of the Part 161 Study.

6) The Part 150 noise contour should be expanded to include the 60 and 55 CNEL contours.

FAA Comments: This proposed measure involves the depiction of the 60 and 55 Community Noise Equivalent Level (CNEL) contours. The Noise Exposure Maps (NEM) submitted to the FAA for review and acceptance under Part 150 must depict the 65, 70 and 75 dB CNEL noise contours pursuant to Part 150 Section A150.101 (e)(3). Additional noise contours may be depicted on the NEMs, or on supplemental maps included with the Part 150 Study documentation at the city's discretion. If additional contours are shown on the NEMs, care must be taken to ensure that the NEMs remain a sufficient scale and quality to discern streets and other identifiable geographic features. Inclusion of additional noise contours within the Part 150 Study documentation does not itself make mitigation measures within areas exposed to noise levels of less than 65 dB CNEL eligible for federal financial assistance.

General Comments: The observations made by the author of this proposed measure are that the current noise model's reliance on the 65 CNEL is grossly inadequate and does not reflect the potential growth and affected areas that are greatly impacted outside the 65 CNEL. Reference is made to similar measures being included in the two Part 150 Studies for Chico, CA, and Kansas City, MO. However, the primary purpose of a Part 150 Study is to address impacts within the 65 CNEL. There are no statutory provisions for an airport operator to go beyond the 65 CNEL within the context of a Part 150 Study. This is not to say that there may be impacts in the areas beyond this limitation, albeit relatively diminished. But it is simply not the primary purpose of a Part 150 Study to address those potential impacts. These impacts become land use issues that are most appropriately resolved through local land use planning and controls.

In a related situation the Naples Airport Authority in Florida recently attempted to establish a ban on Stage 2 operations to minimize residential land use impacts within the 60 dB DNL (DNL or day night level is a common noise metric used in most parts of the country and is the metric cited in the Part 150 guidelines; in California the CNEL noise metric, which is more restrictive than the DNL, is an acceptable substitute). The FAA has indicated that it supports planning and other actions taken by local governments to establish noise buffer areas beyond the 65 dB DNL. However, in response to the Naples Authority the FAA stated that "No restriction on access to a federally obligated airport has ever been based on residential impacts below the significant exposure level of 65 dB DNL." The 65 dB CNEL is the federal threshold for compatible residential use.

The approval statements given by the FAA for the City of Chico Part 150 provisions dealing with contours beyond the 65 dB CNEL consistently indicated that the actions were within the authority of the local government and were intended to prevent the introduction of new incompatible land uses. They reflected actions that had been taken by the City, or were contemplated to be taken by the City, in order to address their local land use concerns. In the Part 150 Study for Kansas City International Airport the FAA approved in concept a land use planning measure for airport environs in the 60 dB DNL. In that approval they indicated that this was a local prerogative for purposes of long range preventative land use planning. They further stated that the land use compatibility planning scenario map had not been accepted by the FAA as an official Noise Exposure Map (NEM) meeting Part 150 official map requirements. It was presented in the NCP as the airport operator's representation as a possible worst case noise environment for preventive planning purposes to reduce the likelihood of future non-compatible development.

Consideration of local land use planning measures is within the purview of the City of Los Angeles Planning Department and Planning Commission. It would be inappropriate to dictate to the City Planning Department and Planning Commission that a buffer zone or other land use designation be established within the 55 or 60 dB CNEL without the City first having the opportunity to determine whether it is feasible and/or desirable. The Steering Committee may wish to forward a recommendation to the City to investigate the feasibility of creating special zones to protect impacted uses within these areas.

Recommendation: It is recommended that this proposed measure not be included in the Part 150 Study. However, if it is the desire of the Steering Committee to do so, the Committee may forward a recommendation to the City Planning Commission to investigate the feasibility/desirability of establishing land use controls within the 55 and/or 60 dBA CNEL contour areas with the purpose of minimizing the introduction of future non-compatible land uses.

7) The NCP should establish "Noise Sensitive Areas" in the list of NCP measures.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: Reference is made to the City of Chico Part 150 Study which includes the definition of noise sensitive areas. The Chico Part 150 states, within the context of a measure for signs, that informational signs will be developed and posted at the end of runways advising pilots to avoid noise sensitive areas. The example given is: Residential area immediately southeast of the Airport is noise sensitive; Observe published noise abatement procedures. In the approval statement the FAA admonished that such signs must not be construed as mandatory air traffic procedures. It also stated that the content and location of airfield signs are subject to approval by FAA officials outside of the Part 150 process and would not be approved in advance by the Part 150 action.

Lacking any more precise definition as to what constitutes noise sensitive areas it is presumed that the intent is to be analogous to non-compatible uses, which include residential, churches, schools and hospitals. In action taken by the VNY Part 150 Steering Committee at its November 8, 2000 meeting the Committee adopted 26 measures to be included in the NCP.

Adopted Measure #17 of the NCP addresses signage by directing the placement of signs on runways advising pilots to fly quietly and engage in noise abatement procedures. The intent of the Fly Neighborly Programs, as embodied in adopted NCP measures #15 and 16 and other measures adopted in November, is also to recognize noise sensitive areas or non-compatible uses and to practice noise abatement procedures to minimize noise impacts.

Recommendation: In recognition of other existing measures that address the apparent intent of this proposed measure it is recommended that no action is necessary with respect to this measure other than to possibly reinforce or emphasize the language of the adopted NCP measure #17.

8) A 10pm to 7am curfew on non-emergency helicopters should be a key NCP measure.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: As suggested by the author of this proposed measure a Part 161 Study would be required for this measure. It is not clear whether traffic reporting helicopters would be considered emergency but presumably they would not. Since most of these are in the air before 6am this proposed measure would likely cause an undue hardship. The result would either be to not provide this essential public service during the morning rush hour or the operator would be forced to move its operations to another airport if one is available. The financial ramifications of this factor, as well as preventing other helicopter operators from being allowed to conduct business during the proposed curfew hours, would have to be fully evaluated and compared with whatever benefits might be derived before any action could be taken on this proposed measure.

LAWA has established a Helicopter Task Force to address various issues associated with helicopter operations at VNY and consider possible solutions. It would seem appropriate to refer the proposed measure to this group for further consideration within the context of a variety of approaches to resolving helicopter noise problems.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study. The Steering Committee should also forward it to the Helicopter Task Force, as an item that they request should be considered. If the proposed measure is included in the Part 150 Study it would be with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be predicated on the findings of the Part 161 Study. Pending the outcome of the investigation into the feasibility and desirability of the measure by the Task Force the proposed measure would be subject to further evaluation within the context of the Part 150 Study.

9) A noise-sensitive marketing policy should be adopted for VNY.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: Reference was made to the City of Glendale, AZ Part 150 Study and the fact that some airports have established formal marketing policies that discourage the basing of

noisy aircraft and certain types of training at their airport. Assuming the proposed measure does not contemplate mandatory enforcement of policies to discourage noisy aircraft this would be a desirable measure to incorporate into the NCP, probably without any further analysis. The Los Angeles World Airports has numerous programs that are intended to market various activities at each its airports. Ideally these could be adapted to incorporate policies and approaches that would encourage the introduction of quieter aircraft at VNY. However, if the proposed measure anticipates this marketing to mandate rather than simply encourage quieter aircraft then it would most likely require a Part 161 analysis.

Recommendation: It is recommended that development of a marketing policy, that will encourage the voluntary introduction of quieter aircraft into VNY operations and discourage the use of noisier aircraft as part the NCP, be included in the Part 150 Study.

10) A measure that would equalize departure routes should be adopted as an NCP measure.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: This proposed measure may actually cause a detrimental impact on noise mitigation by simply shifting the noise from one area to another. The presumed intent is to attempt to have everyone receive an equal share of noise impacts - no more and no less than anyone else. However, this type of measure is really contrary to the minimization of noise impacts and to the concept suggested in proposed measure number seven. The approach of equalizing departure routes does not discriminate between affected land uses and essentially spreads all operational activities evenly over a geographic area without regard to the land uses impacted below.

Recommendation: This measure is antithetical to noise mitigation and it is recommended that it should not be pursued.

11) A 1500 to 2000 foot AGL minimum altitude should be required for helicopters.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: As indicated previously the Steering Committee adopted 26 measures to be included in the NCP. Measure # six of the adopted NCP addresses the subject of helicopter operational altitudes. That measure proposes coordination with the FAA to investigate the feasibility of raising the approach glideslope to the Burbank Airport to allow an increase of approximately 300 feet altitude for helicopter operations in the vicinity of VNY. As suggested, any desired increase in helicopter altitudes at VNY is directly contingent upon the approach glideslope used by Burbank Airport. If it is not feasible to increase the Burbank glideslope then any proposed increase in VNY altitudes would become problematical.

Reference was made to a similar measure being approved in the City of Burbank Part 150 Study. In their approval statement the FAA indicated that the Air Traffic Controllers at Burbank currently assign higher altitudes to helicopters to the extent feasible considering weather conditions and traffic flow; this measure calls for further cooperation between FAA and the

airport to study implementation of minimum operating altitudes; any final determination will be subject to FAA approval and implementation.

As indicated previously, LAWA has established a Helicopter Task Force to address various issues associated with helicopter operations at VNY and consider possible solutions. It seems appropriate to refer the proposed measure to this group for further consideration. Some of the items to be addressed with respect to this measure would be the fact that current data is probably insufficient to enforce the proposal and that there are safety issues regarding air space. One of the questions to be considered would be where the altitude restrictions would be placed.

Recommendation: It is recommended that adopted NCP measure # six be modified to include the provisions of this proposed measure. The Steering Committee should also forward the proposed measure to the Helicopter Task Force, as an item that they request should be considered. Pending the outcome of the evaluation by the Task Force the proposed measure, and/or adopted NCP measure # six, would be subject to possible further modification.

12) A "top of the runway " departure policy should be adopted as an NCP measure.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: It has long been a policy at VNY that intersection departures are not permitted for jet aircraft. Only small piston powered or turbo prop aircraft use intersection departures. All jets use the full runway length. It is not clear whether the intent of the proposed measure was to apply to all aircraft regardless of their noise characteristics or only to the noisier aircraft such as jets. It appears this type of policy would primarily be applicable to jet aircraft.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study as a reiteration of existing airport policy for jet aircraft.

13) The NCP should establish an "Airport Influence Area". This area would be created to encompass those communities where noise complaints have been recorded and includes the area covered by the noise contours for the year 2005. Various specific land use measures within this area should be implemented.

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: Reference should be made to comments on proposed measure #6 with regard to land use issues. The specific land use measures to be pursued within the context of this measure are not specified. However, as indicated in measure #6 it is the prerogative of the City Planning Department to define appropriate land uses. In providing guidance to the Planning Department the Steering Committee would probably want to define a relationship between the type of complaints, the concentration of complaints, and the location with regard to what type of land use measures would be appropriate. In general it would seem that the stringency level of whatever controls is contemplated would be inversely proportionate to the number and location of complaints. In other words the severity of any potential controls would become less warranted as the concentration of complaints diminished and the further they are

from the airport. However, this is a determination that would have to be made by the Committee if it decided to pursue such a recommendation.

Recommendation: It is recommended that this proposed measure not be included in the Part 150 Study. However, if it is the desire of the Steering Committee to do so, the Committee could forward a recommendation to the City Planning Commission to investigate the feasibility/desirability of establishing land use controls within an Airport Influence Area as defined by noise complaints and criteria established to define the relationship of those noise complaints to commensurate levels of proposed land use controls.

- 14) **Public informational meetings on the progress of the Part 150 Program should be an NCP measure. The airport should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan.**

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: The airport currently monitors aircraft noise levels and the level of operational activities through a permanent monitoring system established at seven monitoring sites around the airport. The results of this continuous effort is manifested in quarterly noise reports that are submitted to the Los Angeles County Aviation Division and to the State Department of Transportation, Aeronautics Division. The data maintained in that program can be utilized in upgrades to the FAA's Integrated Noise Model (INM), which is the proper modeling vehicle to be used within the context of a Part 150 Study, to demonstrate changes in noise impact levels. Significant deviations from the assumptions made in the Noise Exposure Maps (NEM) for the Part 150 Study can be evaluated from this process.

The proposed measure is similar to several of the 26 NCP measures adopted by the Steering Committee. Adopted NCP Measure #18 will continue the Part 150 Steering Committee acting as a review board for at least two years to adjust planning such that additional implementation measures may be recommended over time as they prove technically and economically feasible. Adopted NCP Measure #20 establishes an automated feedback system to those in the community who complain such that residents are assured that data is kept on a daily basis, is accurate, and reliable. And, adopted NCP Measure #21 establishes a formalized tenant association willing to communicate with violating pilots, to voluntarily comply with the "Fly Neighborly" programs and procedures established at Van Nuys Airport. All of these measures address the intent of the proposed measure.

In terms of providing a comprehensive approach to addressing noise impacts associated with an airport a process can be established analogous to the Noise Roundtable that was recently created at LAX. This format has been successful in bringing the various stakeholders together to resolve noise related problems. A memorandum of understanding was agreed upon which commits the Los Angeles World Airports (LAWA) to pursuing a number of programs to mutually satisfy the adjoining jurisdictions and communities by mitigating noise impacts. Such a group format could also be applied to divergent interests represented at VNY.

Recommendation: It is recommended that adopted NCP Measure #18 should be amended to reflect the establishment of a Noise Roundtable at VNY, in lieu of continuation of the Steering Committee, to review progress on implementation of the Part 150 Study. The Roundtable would be charged with holding annual community meetings, and more frequently as warranted, to discuss the status of the Part 150 program and recommended adjustments.

- 15) **Provisions for a full-time Noise Abatement Officer should be an NCP measure. The Officer should be responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP.**

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: Mr. Steve Zetsche currently serves as the VNY noise abatement officer. This is a permanent, full-time position at VNY, which receives support from LAWA's Environmental Management Division in discharging the responsibilities that are suggested in the proposed measure. In addition, adopted Measure # 23 of the NCP calls for the continuation of the position of noise abatement officer as part of the Van Nuys Airport Managers Office, who working with the Airport Security, can continually monitor jet aircraft departures and report them to the Airport Manager and the Community in terms of amount of noise generated.

Adopted NCP Measure # 23 will also establish the framework for development of a program to improve formal lines of communication between the FAA, the Airport, and aircraft operators on noise abatement procedures. In addition to monitoring aircraft noise events, the Noise Abatement Officer will have primary responsibility to coordinate with aircraft pilots and citizens and providing written and verbal responses to noise complaints. Although it is appropriate for the Noise Abatement Officer to take the lead in the coordination and implementation of the NCP it should be realized that this effort will require numerous individuals in the Environmental Management Division, as well as other LAWA Divisions.

Recommendation: In recognition of current practices, and the intent manifested in adopted NCP Measure #23, it is recommended that it is not necessary to include this item in the proposed NCP measures.

- 16) **The VNY noise complaint system should be improved to provide greater feedback to operators, and link complaints to actual noise reduction measures. The function of the noise complaint system should be expanded to effectuate reductions in noise and not merely be used for public relations purposes.**

FAA Comments: This proposed measure would not be subject to the requirements of Part 161.

General Comments: Reference should be made to the comments on the preceding two proposed measures with respect to improving the complaint/feedback system. In particular, the intent of adopted Measures # 20 and 21 of the NCP is to address the objectives of the proposed measure and adopted NCP Measure #23 provides a specific means, via the Noise Abatement Officer, to carry out these objectives.

It is unclear what exactly is meant by establishing a link between the complaints and actual noise reduction measures. It would probably be unrealistic to expect each individual complaint to be presented in such a way as to lend itself to be directly related to one particular measure. Many complaints may simply state that an aircraft was too noisy during departure. Determining which measure is the most applicable in resolving the noise impact in these types of complaints would generally be problematical. However, with other complaints there may be a more direct correlation established, such as a low flying helicopter. In these situations an aggregate number of similar complaints could be analyzed to evaluate the effectiveness of the related measure.

Recommendation: It is recommended that the intent of the proposed measure be incorporated into adopted NCP Measure #23 to provide added guidance to the Noise Abatement Officer in communicating with aircraft operators.

- 17) **The NCP should ratify Resolution 13369 passed by the Airport Commission on October 2, 1982. This resolution clearly stated an operating policy, originally established in April 1969 and later reaffirmed, that would enforce a 12,500 lb. weight limit on air taxis and charters.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: The primary intent of the Board of Airport Commissioners (BOAC) in adopting the referenced resolution was to prevent the establishment of scheduled commercial operations and to provide for the operation of unscheduled air taxi operations at VNY. At the time the resolutions were originally adopted aircraft used for unscheduled air taxi operations were normally below 12,500 pounds in weight. The 12,500-pound designation was intended as a definitional characteristic of this type of aircraft. It was not intended to establish a weight limit for air taxis, simply to define what was considered to be a typical physical characteristic of air taxis, at that time. Their weight was one of the factors used to distinguish them from the larger commercial aircraft that were unwanted then and are unwanted now.

Times change and the typical weight of aircraft that perform the same functions as the air taxis at that time are now heavier than 12,500 pounds. Scheduled commercial aircraft have become heavier as well. Nonetheless, the intent of the resolution(s) remains the same, which is scheduled commercial operations are to be prohibited and unscheduled air taxis, regardless of their current weight, are to be promoted at VNY.

Recommendation: It is recommended that this proposed measure not be pursued.

- 18) **The NCP should include a measure for a total night-time curfew on ALL jet operations, both arrival and departures (except emergencies). It should be in place between 10 pm, and 7 am.**

FAA Comments: This proposed measure will be subject to the requirements of Part 161

General Comments: A nighttime curfew has been in effect at VNY for almost 20 years. The hours of the curfew were recently extended from the original hours of 11 PM to 7 AM to 10 PM to 7 AM. All non-emergency aircraft that have a departure noise level above 74 dBA are prohibited from taking off during the curfew hours. The proposed measure would extend the curfew to all jet operations, including the quietest ones, at 74 dBA and below. This would impose an economic burden on those operators that need to depart the airport during the proposed hours without necessarily providing a demonstrable benefit to warrant the imposition.

Recommendation: It is recommended that this proposed measure not be pursued because the resulting economic hardships would be disproportionately higher than any benefits that might be realized.

Proposed measure from Congressman Sherman's letter, dated 1/9/2001:

- 19) **Cap or phase out the current fleet of helicopters.**

FAA Comments: The capping or phasing out of the current fleet of helicopters constitutes an airport noise and access restriction. Consideration of airport noise and access restrictions in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7 (b)(5). Implementation of any new or revised, more stringent, noise and access restrictions that are applicable to operations of Stage 2 and 3 aircraft will be subject to the requirements of Part 161.

General Comments: Refer to comments under proposed measures 5 and 8.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study. The Steering Committee should also forward it to the Helicopter Task Force, as an item that they request should be considered. If the proposed measure is included in the Part 150 Study it would be with the acknowledgement that it be one of the items to be analyzed in a comprehensive Part 161 Study. A determination on whether to further pursue this type of measure would be predicated on the findings of the Part 161 Study. Pending the outcome of the investigation into the feasibility and desirability of the measure by the Task Force the proposed measure would be subject to further evaluation within the context of the Part 150 Study.

Proposed measures from Maurice Laham's letter, dated 9/21/2000:

- 20) **Possible development of a program to provide financial assistance to residents who are interested in moving out the noise impact area.**

FAA Comments: This proposed measure involves the acquisition of residential property. Consideration of a residential land acquisition measure in the Part 150 Study is appropriate pursuant to Part 150 Section B150.7 (b)(1). Implementation of such a program would not be subject to the requirements of Part 161.

General Comments: Several levels of financial assistance could be evaluated to determine which is most cost effective in helping to achieve the goal of reducing incompatible uses. Loan guarantees by LAWA/FAA might be provided to residents who wish to purchase a home outside the impacted area, but have trouble securing a loan. Voluntary purchase assurance programs within the impact area could be established with relocation assistance provided to homeowners and renters to find new residences outside the noise impacted area. These could include assistance in finding new housing similar to a participant's current housing, moving costs or subsidizing rental costs for the first few months.

The purchase assurance programs could be established to insure that residents wishing to sell their home could receive fair market value from LAWA/FAA in the event they were unable to obtain the appraised value on the open market. This type of program would be voluntary and not involve the imposition of eminent domain authority. A revolving fund could be established to provide an ongoing source of resources by redeveloping noncompatible uses to compatible uses, selling them, and putting the proceeds into the fund. This type of program could involve hundreds of millions of dollars if a significant number of residents participated. Therefore, residences that have commercial and industrial uses adjacent to them and are not readily a part of an established neighborhood could have the highest priority in receiving the funds to be the most effective.

Recommendation: It is recommended that this measure be included in the Part 150 Study.

21) Amend the NCP to investigate the feasibility of obtaining a noise monitoring system with real time capabilities.

FAA Comments: This proposed measure involves the acquisition of a noise monitoring system. Consideration of a noise monitoring system in the Part150 study is appropriate pursuant to Part 150 Section B150.7 (b). Implementation would not be subject to the requirements of Part 161 so long as, for purposes of aviation safety, the use of the equipment is for monitoring only and does not extend to enforcement by in-situ measurement of any pre-set noise thresholds. Use of the noise monitoring system for enforcement of any pre-set noise thresholds will be subject to the requirements of Part 161 in association with the noise restrictions to be enforced.

General Comments: Such a system would provide for immediate feedback to pilots when they exceed established noise standards. Adopted Measure #20 of the NCP refers to an ANOMS type noise monitoring system with the capability to interface with the FAA's Automated Radar Terminal System (ARTS) data. Currently the noise monitoring system at VNY must rely on the ARTS data to fully identify an aircraft. The FAA requires that ARTS data only be provided after a delay of several days. A faster response time, ideally as an event occurs (or real time), should enhance the pilot's direct awareness of the noise problem being created by violation of the noise regulation, which hopefully would bring about a more positive reaction to mitigate that noise. Refer to proposed measures #15 & 16 for additional related comments.

Recommendation: It is recommended that this proposed measure be included in the Part 150 Study. It is further recommended, however, that any such noise monitoring system not be used for enforcement of any pre-set noise thresholds.

22) A system of incentives and disincentives could be established to encourage greater use of quieter aircraft and less use of noisier aircraft.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: Among the approaches that could be considered are to establish a correlation between rental rates for new leases for hangar space and tie downs with the level of noise generated by the aircraft utilizing these facilities. Such a system could set rental rates according to the FAA's Advisory Circular 36 decibel levels certified for each aircraft based at VNY. Refer to comments on proposed measure #1

Differential landing fees could be established with higher fees for the noisier aircraft and lower fees for quieter aircraft. The noise related landing fees should be based on the single event noise levels for each aircraft as listed in the most recent version of the FAA's Advisory Circular 36 to avoid discrimination. Refer to comments on proposed measure #2. A Part 161 Study would be required for these type of measures.

Recommendation: Refer to, and consolidate with, proposed measures # 1 & 2.

23) Increase fines to have a deterrent effect on aircraft operators who violate existing ordinances at VNY.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: The current penalties imposed on owners or operators of those aircraft in violation of the Van Nuys Noise Abatement and Curfew Regulation were set 20 years ago as flat rates of \$750 for the first violation, \$1500 for the second violation with one year of the first one, and \$3500 for the third violation within three years of the first one. With respect to the cost of maintaining and operating an aircraft this penalty structure has a greater proportionate cost impact on those with lower operating costs than on those with higher operating costs. Refer to comments in proposed measure # 3. A Part 161 Study would be required for this measure.

Recommendation: Refer to, and consolidate with, proposed measure #3.

24) The curfew provisions currently contained in the Van Nuys Noise Abatement and Curfew Regulation could be expanded.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: The existing Noise Control Ordinance could be amended to prohibit helicopter operations at the airport from 10 p.m. to 7 a.m. the following morning, excluding emergency operations. Refer to comments in proposed measure #8. The current curfew on jets exceeding the prescribed decibel level in the noise regulation of 74 dBA could be expanded to include the prohibition of all jets, excluding emergency operations, from operating between the hours of 10 p.m. and 7 a.m. the following morning. Refer to comments in proposed measure #18. A Part 161 Study would be required. In addition the FAA would have the authority to approve or disapprove any action that pertains to Stage 3 aircraft.

Recommendation: Refer to, and consolidate with, proposed measures #8 and #18.

25) Maximum daytime noise limits for aircraft operating at the airport could be established.

FAA Comments: This proposed measure will be subject to the requirements of Part 161

General Comments: The intent could be to either limit the number of operations of such aircraft or to phase out, over time, their use at all. Refer to comments in proposed measure #4. A Part 161 Study would be required.

Recommendation: Refer to, and consolidate with, proposed measure #4.

26) The existing voluntary Fly Friendly program could be made a mandatory program with penalties.

FAA Comments: This proposed measure will be subject to the requirements of Part 161.

General Comments: Currently pilots are asked to voluntarily comply with prescribed noise levels that have been tailored to actual operating conditions of their particular class of aircraft. If they exceed the prescribed noise levels the owner and/or operator is sent a letter reminding them of the program and asking them to make every attempt to comply. This program could be made mandatory by imposing fines for every exceedance of the prescribed noise level. Examples of possible fines could be \$500 for the third violation, \$1,000 for the fourth violation and \$2,000 for the fifth violation. A sixth violation could result in the aircraft being prohibited from operating at the airport, either temporarily or permanently. Refer to comments in proposed measure # 3. A Part 161 Study would be required.

Recommendation: Refer to, and consolidate with, proposed measure #3.

Attachments

MZL:DQ:dq

cc: R. Johnson
P. Depoian

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Los Angeles World Airports

February 23, 2001

Brian Armstrong
Federal Aviation Administration
Airports Division
Western Pacific Region
15000 Aviation Boulevard
Hawthorne, CA 90261

Subject: VNY Part 150 Study

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

Richard J. Riordan,
Mayor

Board of Airport
Commissioners

John J. Agoglia
President

Mark E. Schaffer
Vice President

Lee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Petersen
Warren W. Valdry

Lydia H. Kennard
Executive Director

Dear Mr. Armstrong:

The Environmental Management Division is in the process of preparing a staff report to evaluate mitigation measures that have been proposed for inclusion in the VNY Part 150 Study from three sources. These sources, which are attached, are a letter dated 12/21/2000 from Gerald Silver, who is a member of the Study Steering Committee, a memo dated 9/21/2000 from Maurice Laham to the Steering Committee, and a letter dated 1/9/2001 from Congressman Brad Sherman, whose representative, Lori Fernand, is also on the Steering Committee.


The purpose of the evaluation will be to briefly describe staff's opinion on the merits or problems with each measure in terms of various applicable factors, including aircraft safety, operational effectiveness, cost benefit effectiveness, legal or other difficulty in implementation, and real or perceived effectiveness on the mitigation of noise. Hopefully this will provide a clearer direction for the Steering Committee to facilitate final adoption of the Part 150 Study. We are asking for your input on each of the measures listed in the attachments, with emphasis on whether a measure will likely require a Part 161 analysis. If you would like to comment on the other factors involved that would be appreciated and welcomed also. This would be considered preliminary input prior to formal consideration of the NCP measures that will be submitted to the FAA at a later date. The measures in the 9/21/2000 memo will probably be consolidated with those in Gerald Silver's letter in our staff report. However, at this point we would like to get your response to each of them separately. If you have no pro or con opinion on a particular measure please indicate that also.

We will also be asking our City Attorney's Office for their input on the measures, as well as the management staff at VNY. Their input, along with yours, will be incorporated into the staff report. We believe even informal input from the FAA would be very advantageous in helping to clarify the FAA's position on these measures to the Steering Committee. It would be appreciated if you could provide as much detail in your comments as practical including empirical data or anecdotal evidence to substantiate a position either in support or opposition to a measure. Please direct your responses by approximately March 15, 2001 to

Dennis Quilliam phone: (310) 646-7614; fax: (310) 646-0686; email:
dqquilliam@ci.la.ca.us. Address: Los Angeles World Airports
Environmental Management Division
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Thanks in advance for any whatever assistance you can provide.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. Laham", written in black ink over the typed name and title.

Maurice Laham
Airport Environmental Manager

MZL:DQ:dq

Attachments

cc: M. Schaffer
R. Johnson

T:\ENVMGT\2001\010073DQ\PCDOCS #178375 v1

Los Angeles World Airports

January 23, 2001

Gerald A. Silver
 President
 Homeowners of Encino
 P.O. Box 260205
 Encino, CA 91426

Dear Mr. Silver:

You recently wrote to me with suggestions related to a proposed leasing policy for Los Angeles World Airports (LAWA). Your notion that LAWA should attempt to control noise through its leasing policy has been considered by the Department. LAWA's position is that managing aircraft noise through the leasing policy would be counterproductive, as your proposed initiatives would apply only to existing tenants and not provide a means of addressing itinerant operations. Inclusion of aircraft noise controls in the leasing policy would also necessitate conducting a federally mandated FAR Part 161 Noise Study. As you know, these studies are extremely time consuming and until resolved, will mitigate LAWA's ability to effectively implement its leasing policy.

LAWA's leasing policies were last updated in 1986 and are in need of an administrative update. The leasing policy's main intent is to establish the business relationship between the landlord and tenant. This requisite policy guidance is long overdue and is needed by the Department to resolve many aged business issues at the Van Nuys Airport.

The Department recognizes the importance of addressing the noise issues related to the Van Nuys Airport. Existing legal language within the existing standard provisions of LAWA's leases requires all tenants to comply with all laws, rules and regulations. As such, any noise regulations resulting from the resolution of the City of Los Angeles' Non-Addition Rule and Part 150 study will provide the appropriate mechanism necessary to address your concerns.

The state of business relations between tenants and LAWA needs to be improved. The leasing policy is intended to set a more solid basis for effective relations. Any resulting noise mitigation ordinances, rules and/or regulations will be captured by the existing contract authority delineated in the lease documents.

I encourage you to continue working with the Part 150 Steering Committee to address your proposals.

Sincerely,


 John J. Agoglia
 President
 Board of Airport Commissioners

PLG:ms

cc: Lydia H. Kennard

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

Richard J. Riordan,
MayorBoard of Airport
CommissionersJohn J. Agoglia,
PresidentMark E. Schaffer
Vice PresidentLee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Peterson
Warren W. VeldryLydia H. Kennard
Executive Director



M E M O R A N D U M

Los Angeles World Airports

Date: January 2, 2001
Memo To: VNY Part 150 Steering Committee Members
From: Mark Schaffer, Committee Chairman *MS*
Subject: Materials for Meeting on January 11, 2001

A memo, dated December 12, 2000, was sent to each of the Steering Committee members requesting their comments and suggestions on the Noise Compatibility Program (NCP). It was requested that these comments be sent to Maurice Laham by December 28, 2000. To date only one letter has been received. This letter was from Committee Member Gerald Silver, which is attached. One of the primary purposes of the next meeting is to finalize the NCP. In order to provide sufficient time to review any additional proposed measures you may have, we ask that you send them to us as soon as possible. We will make every effort to forward any additional proposed measures we receive to the entire committee before the January 11th meeting.

Other materials included in this mailing to be used for the next scheduled Steering Committee meeting on January 11, 2001 are the agenda and the minutes for the meeting on November 8, 2000. Please review Mr. Silver's letter and be prepared to discuss possible new measures to be added to the NCP from this or other sources.

MES:DQ:eb

Attachments

cc: R. Johnson
P. Depoian

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Los Angeles World Airports

Date: December 12, 2000
To: VNY Part 150 Steering Committee Members
From: Mark Schaffer, Committee Chairman *MS*
Subject: Next Steering Committee Meeting

First, I want to thank those of you who participated in our last meeting. As you know, that was my first experience with the Committee and I greatly appreciated your efforts, not to mention your patience.

At our last meeting, there were some questions raised about how that meeting was noticed. Attached for your information are proofs of publication for the public notices that were included in local newspapers announcing the time, place and purpose of the meeting. Similar public notices will be utilized for our next meeting.

Great progress was made in approving the elements of our proposed Part 150 application to the FAA at our last meeting. The two Noise Exposure Maps identified as the ones to be submitted to the FAA were approved and 26 noise mitigation measures were reaffirmed for inclusion in our Noise Compatibility Program ("NCP").

The primary purpose of the next meeting, tentatively scheduled for January 11, 2001, will be to consider for approval our final NCP. In that regard, I am hereby requesting each of you to let us know if there are any additional mitigation measures you believe should be included in the final NCP. As you may recall, you have already received materials that describe other possible mitigation measures. These materials include the following: a letter dated October 12, 2000 from Committee member Gerald Silver, copies of Records of Approval from numerous Part 150 Studies that have been adopted by the FAA, and a memo from Maurice Laham dated September 21, 2000, which listed possible new measures.

In order to make our next meeting as meaningful and productive as possible, I am asking that you submit any suggestions for additional mitigation measures in writing, no later than December 28, 2000, to:

Maurice Laham, Airport Environmental Manager
VNY Part 150 Program Administrator
Los Angeles World Airports
#1 World Way, Environmental Management Division, Room 219
Los Angeles, CA 90045

We will compile all additional measures received and mail copies out to each of you prior to our next meeting. This will allow you the opportunity to consider them ahead of time and be prepared to take final action when we next meet. At the same time, we will also send you a copy of the draft minutes from our last meeting and an agenda for our next meeting.

Finally, at our last meeting a request was made for LAWA staff to prepare, for informational purposes only, maps indicating noise contour lines displaying the 55 and 60 dB CNEL contours utilizing aircraft operational figures for the year 2004. Staff has been requested to determine whether it is feasible to prepare meaningful maps displaying that information and I will give you an update on that project at our next meeting.

I want to thank you again for your participation in our last meeting. Have a wonderful holiday season and I look forward to seeing you at our next meeting.

MES:DQ:jpf

cc: R. Johnson

T:\ENVMGT\2000\00376DQ\PCDOCS #176086 v1



Los Angeles World Airports

Date: October 25, 2000
To: VNY Part 150 Steering Committee Members
From: Maurice Laham, Project Administrator *Maurice Laham*
Subject: Revised fleet mix designations used in forecasts

Attached is the aircraft operational forecast, dated 9/25/2000, that was used to generate the Noise Exposure Maps (NEM), dated 9/25/2000, which were sent to the Steering Committee earlier. The only change to this forecast from the one dated 6/20/2000 is that the aircraft designation for A7 military aircraft was revised to an A3 military aircraft designation. The operational numbers and forecasted numbers are the same. The change from A7 to A3 designation was necessary because of the most recent update to the FAA's Integrated Noise Model (INM), version 6.0a.

As stated in the memo dated 9/20/2000, that transmitted the revised NEMs, the INM is occasionally updated by the FAA with new factors and information which are intended to improve the accuracy of the noise model. The A3 aircraft designation, which was not available in previous versions of the INM, more accurately represents the military type of aircraft that are operated at VNY.

Mr. Gerald Silver, a member of the VNY Part 150 Steering Committee, recently submitted a letter, dated 10/12/2000, which was subsequently distributed to each member of the Steering Committee. In that letter he questioned why the revised NEMs, dated 9/25/2000, demonstrated a 30% increase in the amount of incompatible acreage for the 2004 forecast over the earlier NEM, dated 7/6/2000. The reason for the increase in acreage was the substitution of A3 aircraft for what was previously designated as A7 aircraft. The A3 is a noisier aircraft designation and therefore caused the noise contour to be larger.

As indicated, the A3 substitution was the direct result of the ongoing effort by the FAA to improve the accuracy of the INM. We do not anticipate any further changes to the INM in the near future. However, it should be noted that this revision to the INM is advantageous since it creates a larger noise contour, making more residents eligible for Part 150 programs such as insulation. No new noise has been created as a result of the revised INM. The existing and projected noise characteristics are simply more accurately represented.

MZL:DQ:dq

Attachment

cc: R. Johnson
P. Depoian

Van Nuys Airport - FAR Part 150 Noise Compatibility Study

9/25/2000

Existing (1995-1999) and Forecasted (2000-2004) Aircraft Operations										
INM Type	Annual Operations					Linear growth, w/ forecasts <0 set to 0.				
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
707QN*	6	22	2	2	2	0	0	0	0	0
727Q15 (727EM1)	150	204	173	172	168	164	154	144	135	125
737300*	39	0	17	0	0	0	0	0	0	0
737400	0	0	2	0	0	20	60	100	150	200
737500*	18	0	12	0	0	0	0	0	0	0
737QN*	43	32	9	0	26	0	0	0	0	0
757PW	0	0	0	3	0	2	2	2	2	3
A320*	11	0	5	2	1	0	0	0	0	0
A3 (military)	95	150	202	213	297	331	378	425	471	518
BAC111*	138	166	164	57	11	0	0	0	0	0
BAE146	0	0	0	2	0	1	1	1	2	2
CIT3	176	236	424	398	369	485	540	595	649	704
CL600	553	526	527	841	1,018	1,066	1,191	1,315	1,440	1,564
CNA500	1,234	1,276	1,070	1,445	2,024	1,934	2,109	2,284	2,459	2,634
DC8QN	0	1	0	0	3	2	3	3	4	4
DC9Q9 (DC93LW)	29	98	113	115	106	134	131	128	115	102
FAL20**	1,768	2,180	2,248	1,748	2,844	2,759	2,759	2,759	2,759	2,759
GIIB**	2,952	3,870	4,478	4,281	4,479	4,766	4,766	4,766	4,766	4,766
GIV	995	1,250	1,107	1,321	1,729	1,742	1,896	2,050	2,204	2,358
IA1125**	265	511	627	191	117	157	95	34	0	0
LEAR25	3,025	3,724	3,302	3,788	3,634	3,757	3,757	3,757	3,757	3,757
LEAR35	4,352	4,034	4,380	6,855	6,721	7,536	8,292	9,048	9,804	10,560
MD81	276	4	31	41	43	51	47	43	39	36
MD83*	276	0	0	2	0	0	0	0	0	0
MU3001	651	495	458	682	1,144	1,038	1,155	1,272	1,389	1,506
Jet Subtotal	17,051	18,778	19,351	22,157	24,736	25,945	27,336	28,726	30,145	31,598
BEC58P	61,993	61,042	65,740	64,182	61,099	63,217	63,352	63,487	63,622	63,757
C130	11	6	9	10	20	18	20	22	24	26
CNA441	34,331	42,686	41,856	47,786	37,340	44,135	45,247	46,359	47,470	48,582
CVR580	0	0	0	1	0	1	1	1	1	1
DC3	11	9	0	18	8	10	10	10	11	11
DHC6	6,873	6,930	7,990	6,686	9,818	9,353	9,918	10,482	11,047	11,611
GASEPF	122,266	114,094	106,694	118,806	155,409	144,754	151,853	158,953	166,053	173,153
GASEPV	63,914	63,169	71,710	65,481	63,593	66,074	66,241	66,408	66,575	66,742
HS748A	34	4	43	172	228	263	319	374	430	486
SD330	193	202	129	2,624	2,177	2,982	3,621	4,260	4,900	5,539
SF340	23	0	23	113	268	267	327	387	448	508
Prop Subtotal	289,649	288,142	294,194	305,880	329,961	331,073	340,909	350,745	360,580	370,416
Touch & Go (est.)	140,787	140,796	143,611	148,972	161,612	162,104	167,086	172,069	177,052	182,035
Helis (est.)	52,618	52,643	53,750	56,066	60,693	61,026	62,983	64,941	66,898	68,856
BUR ops (est.)	26,072	26,073	26,595	27,587	29,928	30,019	30,942	31,865	32,787	33,710
Grand Total	526,177	526,433	537,501	560,662	606,930	610,167	629,256	648,345	667,463	686,614

* Forecasted operations were set to zero because the trend analysis indicated a negative number (below zero).

** These aircraft were set to a fixed level of operations after July 2000 as a result of the non-addition rule.

Note: The A7 designation in the forecast dated 6/20/00 was changed to A3 in this version, dated 9/25/00, because of an update to the INM version 6.0a, with no change in the operational or forecasted numbers.



M E M O R A N D U M

Los Angeles World Airports

Date: October 19, 2000

To: VNY Part 150 Steering Committee Members

From: Maurice Laham, Project Administrator

A handwritten signature in cursive script, appearing to read "M. Laham", written in black ink.

Subject: Correspondence from Committee Member

Attached is a letter from Gerald Silver, a member of the VNY Part 150 Steering Committee, dated October 12, 2000. Mr. Silver has requested that it be distributed to the all members of the Steering Committee for review. Mr. Silver has indicated that he would like to discuss the contents of the letter at the next scheduled meeting of the Steering Committee on Wednesday, November 8, 2000. Reference is made in the letter to several Part 150 Studies that have been completed at other airports across the country. Copies of the Records of Approval by the Federal Aviation Administration for these Studies have also been included in this transmittal for your review.

MZL:DQ:dq

Attachment

cc: R. Johnson
P. Depoian

T:\ENVMGT\2000\00308DQ\PCDOCS #174646 v1



Stop the Noise!



◆ Dedicated to reducing noise from Van Nuys Airport ◆

GERALD A. SILVER
 President
 PO BOX 280205
 ENCINO, CA 91428
 Phone (818)990-2757

10/12/2000

Mr. Maurice Laham
 Environmental Management
 Los Angeles World Airports (LAWA)
 One World Way, PO Box 92216
 Los Angeles, CA 90009-2216

Committee Meeting: Wed., Nov. 8, 2000
 Location: Airtel Plaza, Van Nuys - 7 pm

RE: LIST OF POTENTIAL MEASURES THAT SHOULD BE ADDED TO NCP:

Thank you for sending me a letter dated Sept. 21, 2000 in which you list a variety of potential measures that could be included in the VNY Part 150 Noise Compatibility Program (NCP). I would like to raise several questions regarding the list you submitted, and add several other measures that should be considered as part of the Part 150 measures.

Changes and modifications need to be made in the outdated Noise Compatibility Program (NCP) before it should be sent to the FAA for approval. These changes should include new noise abatement measures such as a phase out of Stage 2 jets, helicopter curfews and limits on the number of Stage 3 aircraft that can join the fleet, or fly in as itinerants. Without an aggressive new NCP, the Part 150 Study will have failed to protect the community and its residents.

1. Please explain why there is almost a 30% difference between the data provided to us in your letter of Sept. 20th and the data previously provided to us on July 6th. I understand that these data were prepared using two slightly different versions of the INM---version 6.0 and 6.0a. Yet the results are very different.

1999 EXISTING CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEL

Reported on July 6, 2000 - Using INM **version 6.0**

ACRES	DWELLINGS	PARCELS	POPULATION
96.4	1338	372	3459

Reported on Sept. 20, 2000 - Using INM **version 6.0a**

104.6	1454	392	3510
-------	------	-----	------

.085%	.086%	.053%	.014%	(Percent difference)
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Participating Organizations:

BEACHWOOD CANYON NEIGHBORHOOD ASSN., BENEDICT CANYON ASSN., BENEDICT CANYON PROTECTION LEAGUE, BRENTWOOD COMMUNITY FEDERATION, BRENTWOOD GLEN ASSOC., CAHUENGA PASS NEIGHBORHOOD ASSN., CAHUENGA PASS PROPERTY OWNERS ASSN., CALIFORNIA COUNTRY CLUB HOMES ASSN., ENCINO PROPERTY OWNERS ASSN., FEDERATION OF HILLSIDE AND CANYON ASSNS, HOLLYWOOD DELL CIVIC ASSN., HOLLYWOODLAND HOMEOWNERS ASSN., HOLLYWOOD KNOLLS COMMUNITY CLUB, HOLMBY WESTWOOD PROPERTY OWNERS ASSN., HOMEOWNERS OF ENCINO, LAKE BALBOA HOMEOWNERS ASSN., LOOKOUT MOUNTAIN ASSOCIATES, LOS FELIZ OAKS HOMEOWNERS ASSN., MOUNTAIN GATE COMMUNITY ASSN., NO. HOLLYWOOD RESIDENTS ASSN, NORTHRIDGE CIVIC ASSOC., OUTPOST ESTATES HOMEOWNERS ASSN., THERMAN OAKS HOMEOWNERS ASSN., SIERRA CLUB-ANGELES CHAPTER, STUDIO CITY RESIDENTS ASSN., STUDIO VILLAGO HOMEOWNERS ASSN., TARZANA PROPERTY OWNERS ASSN., TOP OF THE CANYON ASSN., VALLEY VILLAGO HOMEOWNERS

2004 FUTURE CONDITIONS WITH FLY FRIENDLY PROCEDURES - 65 CNEI.

Reported on July 6, 2000 - Using INM **version 6.0**

ACRES	DWELLINGS	PARCELS	POPULATION
126.5	1811	480	4479

Reported on Sept. 20, 2000 - Using INM **version 6.0a**

163.7	2081	641	5145
-------	------	-----	------

.294%	.149%	.335%	.149%	(Percent difference)
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These figures represent a substantial increase in the number of acres, dwelling units, parcels and population affected by VNY noise. Can this large increase be explained simply because of using version 6.0a of the INM? In particular the difference of almost 30% between versions 6.0 and 6.0a when describing the 2004 future acreage conditions raises many questions about the validity and accuracy of the data being reported. It seems that each time the committee is given data, it is markedly different than that previously reported. Inconsistent data reporting makes its very hard for committee members to make valid recommendations.

2. We have several questions regarding the potential mitigation measures that were provided to us in your memo of Sept. 21st.

a. Your measure 3a. would establish a correlation between rental rates for leases and tie downs with the level of noise generated. You state that "Such a program would most likely require a Part 161 Study to be conducted." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where changes in lease rates correlated to noise levels **required** a Part 161 Study?

b. Your measure 3b. would establish differential landing fees with higher fees for noisier aircraft and lower fees for quieter aircraft. You state that "A Part 161 Study would probably be required for this type of measure." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where differential landing fees **required** a Part 161 Study.

c. Your measure 4. would increase fines for aircraft operators who violate existing ordinances at VNY. You state that "A Part 161 Study would most likely be required for this type of measure." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where increased fines for violating ordinances **required** a Part 161 Study.

d. Your measure 6. would establish daytime noise limits for aircraft operating at the airport. You state that "A Part 161 Study would most likely be required." Can you give the foundation for this conclusion, and cite any specific precedents, case law or FAA regulations where grand-fathered noise regulations, proposed prior to ANCA **required** a Part 161 Study. In this regard, it must be remembered that a daytime maximum noise limit of 77 dBA was **proposed** prior to the passage of ANCA. This could easily be applied to Stage 2 aircraft since it is grand-fathered.

3. Your list of possible noise control measures would not be complete without consideration of the many measures that have been approved by the FAA in other Part 150 Studies. Your list should also include new measures that would address the noise problem, but might require a Part 161 Study. It has been suggested by the LA City Attorney, that a Part 161 Study could be completed in a year or two, well within the current Part 150 study horizon.

We would like to ask that the Steering Committee to investigate the feasibility of the following additional measures for inclusion in the NCP:

- a. A phase-out to Stage 2 jets. This measure was proposed prior to the adoption of ANCA and should therefore be grand-fathered and implemented without the need for a Part 161 Study.
- b. A cap on the number of Stage 3 jets that can be based at VNY. Without a cap, or some kind of controls on the growth of Stage 3 jets, there will be a huge increase in the noise contour around VNY. This increase could easily overshadow all other noise control measures combined in the NCP. This measure would likely require a Part 161 Study, and should be one of the major recommendations of the Part 150 Study.
- c. Expand the noise study area to include the 60 and 55 CNEL contours. The current noise model that relies on the 65 CNEL is grossly inadequate. It does not reflect the potential growth and affected areas that are greatly impacted outside the 65 CNEL. Other airports have included measures in their Part 150 Study approved by the FAA. [see Chico, CA Airport Part 150 Study, Kansas City International Airport, MO, Part 150 Study]
- d. Add "Noise Sensitive Areas" to the list of NCP measures. Some Part 150 Studies include the definition of noise sensitive areas as a key measure to minimize noise. [see Chico, CA Airport Part 150 Study]
- e. Adopt a noise-sensitive marketing policy for VNY. Some airports have established formal marketing policies that discourage the basing of Stage 2 aircraft and certain types of training at their airport as part of their Part 150 Study. The FAA has agreed that this measure is rationally related to a noise objective, and well within the "authority" of an airport. [see Glendale, AZ Part 150 Study]
- f. Adopt a measure that would equalize departures routes. This measure was approved by the FAA for Sky Harbor Airport. [see Sky Harbor Airport, Phoenix, AZ Part 150 Study]
- g. Establish a 1500 to 2000 foot AGL required minimum altitude for helicopters. This measure was approved for the Burbank Airport [see Burbank-Glendale-Pasadena Airport, Burbank, CA Part 150 Study]
- h. Adopt a "top of the runway" departure policy. Agreements have been reached with operators that encourage specific points on the runway for departure. By encouraging flights to begin takeoff at the top of the runway, rather than at midfield, planes would be airborne at higher altitudes over residential communities. (see Naples Municipal Airport, FL Part 150 Study)
- i. Establish Airport Influence Area. This measure recommends that the airport establish an Airport Influence Area around the airport. This area is created to encompass those areas where noise complaints have been recorded and includes the area covered by the noise contours for the year 2005. Various specific land use measures within this area could be implemented.
- j. Conduct public informational meetings on the progress of the Part 150 Program. The airport should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the

progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan. [see Naples Municipal Airport, FL Part 150 Study and Kona International Airport, HI Part 150 Study]

- k. Provide a Full-Time Noise Abatement Officer. The Officer should be responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. [see Ft. Lauderdale, FL Part 150 Study]

Finally all members of the Steering Committee should be informed about the presence of the official FAA web page that lists and describes in detail the major Part 150 Studies that have been completed. This valuable resource should be carefully examined before a final list of NCP measures are recommended or approved.

The URL is: <http://www.faa.gov/arp/app600/14cfr150/RecApp.htm>

We again wish to caution you regarding the feasibility of using soundproofing as the **principal** measure to reduce noise at VNY. We believe that it is highly unlikely that the "1200 previously incompatible dwelling units shown as incompatible," will all be soundproofed. Many of the residents that we have talked to are insistent that more measures need to be taken to abate noise. They want a phase out of Stage 2 jets, helicopter curfews, limits on Stage 3 operations and the like before they will seriously consider soundproofing their homes.

Thank you for placing these items before the Steering Committee. We would appreciate your distributing this letter to all Committee members.

Cordially yours,



Gerald A. Silver

President--Homeowners of Encino, Stop the Noise! Coalition

cc: Elected officials, homeowner associations

RECORD OF APPROVAL
Burbank-Glendale-Pasadena Airport
Noise Compatibility Program

INTRODUCTION:

The Burbank-Glendale-Pasadena (BUR) Noise Compatibility Program (NCP) describes the current and future noncompatible land use based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The compatibility program recommends eleven (11) noise mitigation measures as listed in table 2, page 13, to remedy existing noise problems and prevent future noncompatibilities. These recommended measures are land use measures. In addition, the NCP includes noise abatement policies consisting of twelve (12) noise abatement rules already in effect and eleven (11) other noise abatement measures being implemented or studied by the Authority.

The Authority specifically requested the FAA to approve the 11 noise mitigation measures in the NCP, but not to issue any determinations on the noise abatement rules or the other noise abatement measures. The Authority indicated that the rules and other measures were included in the NCP for information purposes only.

The FAA's position is that ASNA and FAR Part 150 set forth the framework for a comprehensive noise compatibility program. Quoting from ASNA 104(a), "Such program shall set forth the measures which such [airport] operator has taken or proposes for the reduction of existing noncompatible uses and the prevention of the introduction of additional noncompatible uses within the area covered by the noise exposure map submitted by such operator." Similarly, ASNA and Part 150 envision the Secretary's and the FAA's approval or disapproval of all parts of an airport operator's noise compatibility program. There is no provision for airport operators to select which measures in the program they wish to receive Federal approval and which they do not.

The FAA has, therefore, issued determinations on all measures in the BUR documentation which the Authority has indicated it either is currently implementing or will implement. At the same time, the FAA recognizes that many of the measures not identified by the Authority for FAA approval do not contain the same degree of analysis as the Authority's 11 noise mitigation measures and do not permit the FAA to make an informed determination under section 104(b) of ASNA. The Authority is invited to resubmit these measures with additional analysis for revised determinations.

The approvals listed herein include approvals of actions that the airport recommends be taken by FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES:

Noise Mitigation Measures--Remedial

1. Determine the specific feasibility and desirability of acquiring property developed in residential or other incompatible uses in areas exposed to aircraft noise CNEL 75+. NCP Page 21, B3

Approved. Implementation plan indicates that if the determination is favorable, assist the city of Burbank in program development (assuming the city of Burbank will operate the program). These actions are within the authority of the local government.

2. Determine the specific effectiveness of providing residential sales assistance to owners of single-family homes exposed to aircraft noise of CNEL 70+. NCP page 23, B-10

Approved. As described, the program would require sound insulation as a prerequisite to participation. If after sound insulation (see 3 below) is provided, the owner stills wants to relocate, the airport operator may assist the owner in the sale to provide a predetermined "fair" value to the owner and guarantee purchase if necessary. The unit would remain as residential.

3. Participate in a sound insulation program for noise-affected residences and schools, in cooperation with homeowners and local government agencies. Easements would be received in exchange, see 4 below. NCP page 26, B8.

Approved. This item will provide insulation for residences and schools with greater than CNEL 65.

4. Acquire aviation easements on existing incompatible uses. NCP page 29, B12.

Approved. This action is within the authority of the local governments and would be implemented in conjunction with recommendations 2 and 3, or alone if appropriate.

5. Work with the cities of Burbank and Los Angeles to identify high noise exposure areas with potential for rehabilitation or redevelopment, and, if appropriate, study the feasibility of assisting in the rehabilitation or redevelopment process. NCP page 30, B5

Approved. This action is within the authority of the cities of Burbank and Los Angeles.

Noise Mitigation Measures--Preventive Measures

6. Update of general plans: NCP page 31, B16
 - a. Work with the city of Burbank to update the Noise Element of the Burbank General Plan.
 - b. Work with city of Los Angeles to update the North Hollywood and Sun Valley Community Plans.

Approved. This action is within the authority of the cities of Burbank and Los Angeles.

7. Adopt height/safety and noise zoning overlays. NCP page 32, B18

Approved. To the extent that this recommendation involves noise zoning.

8. Require sound insulation of new structures intended for noise-sensitive uses and located in areas exposed to aircraft noise of CNEL 65+. NCP page 33, B 20

Approved. This action is within the authority of the cities of Burbank and Los Angeles.

9. Require the dedication of aviation easements of new development in areas exposed to aircraft noise of CNEL 65+. NCP page 34, B21

Approved. This action is within the authority of the cities of Burbank and Los Angeles.

10. Work with the California Association of Realtors to clarify the use of a fair disclosure form. NCP page 34, B21

Approved.

11. Encourage the continuation of Federal Housing Administration (FHA) and Veterans Administration (VA) mortgage insurance policies and practices. NCP page 35, B23

Approved.

NOISE ABATEMENT POLICIES

Noise Abatement Rules. These rules have been in effect prior to March 1, 1988.

1. All aircraft must comply with all noise restrictions under Federal regulation. NCP page 8

Approved. This measure is an existing rule which requires conformance with FAR Part 36.

- 2. Each commercial jet operator will use operational procedures as defined in (Case 9A) the Environmental Impact Statement (EIS) approved by the FAA on September 12, 1977. NCP page 8

Approved. Complies with grant agreement special condition which was a condition of the approval of the EIS for the acquisition of the BUR. Existing rule which is approved as a voluntary measure.

- 3. All other jet operators (those not covered under Rule #2) will use the National Business Aircraft Association's noise abatement procedures which it recommends to minimize aircraft noise. NCP page 8

Approved. This existing rule is approved as a voluntary measure.

- 4. If for any reason, an air carrier uses the airport between 10 p.m. and 7 a.m., it is required to pay for the cost of Crash/Fire/Rescue (CFR) services.

Disapproved for FAR Part 150 purposes; not noise related. Between the hours of 7 a.m. to 10 p.m., CFR services are contracted by the authority to support airline service. The index for BUR is reduced to an Index A airport during the off hours. This existing rule is in conformance with FAR part 139 requirements.

- 5. Repealed February 24, 1986.

No Action.

- 6. BUR has designated a specific area on the airfield for engine tests and maintenance run-ups. NCP page 9

Approved. Existing rule which is within the authority of airport operator.

- 7. Any air carrier which plans to increase its flight operations, change aircraft equipment types, or move operations into noise-sensitive hours must have approval of the Airport Authority. Authority will provide approval if the change will not exceed the specified noise limit for BUR. (Possible fine: \$1,000 for each operation that occurs without approval.) NCP page 9

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended. This rule requires approval of the Commission for an air carrier to substitute aircraft types producing higher noise levels for aircraft already in service or to substitute aircraft that do not comply with FAR Part 36 Stage 3 noise standards.

8. Between the hours of 10 p.m. and 7 a.m., there can be no intersection takeoffs, no maintenance engine run-ups, and no flight training operations. (Possible fine: \$1,000 for each violation.) NCP page 9

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended. Existing rule which instituted by the authority to comply with grant agreement special condition on noise (as mentioned above in Rule #2).

9. All general aviation aircraft that create noise greater than a certain limit may not use BUR during the hours of 10 p.m. and 7 a.m. (Possible fine: \$1,000 for each unauthorized landing or takeoff.) NCP page 9

Disapproved pending submission to FAA under Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended. No information on what the noise limit is or its basis, on effectiveness of the measure, and the amount of the penalty.

10. All aircraft that cause noise greater than a certain limit may not use the airport at any time. (Possible fine: \$1,000 for each unauthorized landing or takeoff.) NCP 10

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended. No information on what the noise limit is or its basis, the effectiveness of the measure, and the amount of the penalty.

11. Airline Fleet Composition. Applies to commercial jet airlines. This rule governs the type of aircraft to be used in commercial operations. NCP page 10.

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit on informed analysis under section 104(b) of ASNA as amended. Information must be provided regarding the details of the restrictions, the predicted impact on commerce, and the basis for the amount of the penalty.

Litigation over rule implementation was filed in Superior Court by the commercial airlines using turbo-jet aircraft. At the direction of the court, a cooperative agreement was negotiated. A positive noise reduction was expected to be achieved, and was incorporated during preparation of the Noise Exposure Maps (NEM) as a part of this study.

12. Independence of rules.

No Action. This rule requires no action.

Other Noise Abatement Measures

1. Study the benefits to all general aviation airport users of the procedures adopted by Ameriflight for preferential runway use, takeoff, climbout, and landing, and departure and arrival patterns. Work with the FAA Burbank Tower and the cities of Burbank and Los Angeles to determine the feasibility of VFR arrival and departure flight patterns and minimize aircraft noise over incompatible land uses. NCP page 10

2. Submit a resolution to the FAA recommending a proposed rule to (a) require noise abatement flight procedures to be approved and incorporated in the aircraft flight manual, and (b) include noise abatement procedures as part of pilot training and require pilots to use the procedures when appropriate. NCP page 10

Disapproved. This recommendation was submitted to the FAA previously. It was rejected on the basis that the existing standard FAA recommended noise abatement procedures are adequate. Tailoring noise abatement procedures to specific aircraft and airports could create pilot confusion and would affect aviation safety.

3. Install signs discouraging intersection takeoffs. NCP page 11

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. Further study of the feasibility of this item must be accomplished after completion of a taxiway system to accommodate this procedure.

4. When the FAA indicates implementation of the Pomona departure as part of West Coast Plan is feasible, study its impact and modify the noise compatibility program if appropriate. NCP page 11

Approved. The FAA is considering the ELMO SID in conjunction with the current program for the realignment of Southern California terminal airspace. If this procedure is implemented, the noise exposure maps may need to be revised as required by FAR Part 150 to identify any new or increase in noise sensitive areas.

5. Study the use of microwave landing system (MLS) for noise abatement if such an MLS is installed at the airport. NCP page 11

Approved. An MLS and its curved approach could have some noise mitigation benefits. However, this system is several years in the future.

6. Work with the FAA Burbank Tower to require a minimum altitude of 1,500 to 2,000 feet above ground level (AGL) for helicopter operations in the vicinity of the airport. The minimum altitude would also be applied in the San Fernando Valley, through coordination with the FAA Van Nuys Tower. NCP page 11

Approved. The Air Traffic Controllers at Burbank currently assign higher altitudes to helicopters to the extent feasible considering weather conditions and traffic flow. This measure calls for further cooperation between FAA and the airport to study implementation of minimum operating altitudes. Any final determination will be subject to FAA approval and implementation.

7. Work with the FAA Burbank Tower to determine the feasibility of establishing a pattern altitude for general aviation operations of (a) 1,000 feet for piston aircraft and (b) 1,500 feet for jet aircraft.

Approved. This measure simply calls for a cooperative effort and does not commit FAA to any changes in operational procedures.

8. Amend the Noise Abatement Rules to prohibit (a) commercial jet airlines from substituting Stage 2-compliant aircraft for Stage 3-compliant aircraft currently serving the airport, and (b) charter operators from operating Stage 2-compliant aircraft at the airport. NCP page 11

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended.

9. Amend the Noise Abatement Rules to establish a phase-in of general aviation jet aircraft meeting FAR Part 36 Stage 3 noise standards. NCP page 11

Disapproved pending submission to FAA under FAR Part 150 of program details sufficient to permit an informed analysis under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 as amended.

10. Continue a noise abatement information program for pilots, fixed based operators, and air traffic controllers. NCP page 11 see No. 11

Approved.

11. Form a committee after the Noise Compatibility Program has been approved to review and update the Program as circumstances require. NCP page 11 see No. 12

Approved.

FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
FAR PART 150 NOISE COMPATIBILITY PROGRAM
Chico Municipal Airport
Chico, California



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INTRODUCTION:

The Chico Municipal Airport, Chico, California, (CIC) Noise Compatibility Program (NCP) describes the current and future noise environment at CIC based upon the parameters as established in FAR 150, Airport Noise Compatibility Planning. The NCP includes noise control measures. The city of Chico proposes to continue existing noise mitigation measures and adopt new measures to enhance the airport's compatibility with the community, improve community relations, and prevent the creation of future incompatible land uses.

All proposed measures are included in Chapter III of the NCP. The recommendations below either quote or closely summarize the County's proposed actions. The statements quoted or summarized before the indicated FAA approval, or disapproval, do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

NOISE COMPATIBILITY PROGRAM MEASURES

I. Retain Measures Existing Prior to Development of Noise Compatibility Program. (Pages III-2 through III-3, NCP; Pages II-5, II-6, NCP)

A. Operational Policies

The city of Chico has established airport management and operational policies which have served to control the effects of noise from Chico Municipal Airport operations. These measures are proposed to be retained and are set forth below.

- The standard traffic pattern altitude for most aircraft is 1,500 feet MSL. Single engine aircraft must observe a 1,000 foot pattern altitude. Approaching aircraft should maintain as high as possible altitude until commencement of final descent.
- Posted signs directing, on departure from Runway 13L, high performance turbojet and heavy propeller driven aircraft to turn to a 080-degree heading until reaching 3,000 feet MSL (Mean Sea Level) to avoid direct overflight of central Chico. Similar signs direct aircraft departing Runway 31R to climb straight out until reaching 3,000 MSL before turning. (Exhibit IV-1, NEM)
- **Approved.** Maintaining these existing operational procedures is approved as

voluntary when air traffic and weather conditions permit.

B.Land Use and Development Controls

The city of Chico can influence the policies of cooperating agencies which play various roles in the implementation of land use controls. The city of Chico will work with the Butte County and Butte County Airport Land Use Commission to protect Chico Municipal Airport from encroachment by noise sensitive or other noncompatible land uses. Local agencies will also require avigation easements from all new noise sensitive development in the airport environs.

Zoning. The city of Chico and Butte County have direct responsibility for the planning and zoning of the majority of land within the Chico Municipal Airport environs. As in the past, consideration of such factors as aircraft noise and overflight will continue to be undertaken when reviewing development proposals in the airport environs.

Easement dedication. The city of Chico currently requires the dedication of avigation easements for new noise sensitive land uses within areas impacted by noise levels of CNEL 55dB or greater. (Exhibit V-1, NEM). The city proposes to maintain this requirement. In addition, the Butte County Airport Land Use Commission (ALUC) has adopted the 1978 Airport Environs Plan, Chico Municipal Airport as their comprehensive airport land use plan (ALUP) to provide for the orderly growth of unincorporated areas around the Chico Municipal Airport. The plan does not currently require the dedication of easements.

Approved. This action is within the authority of local government and will result in the prevention of the creation of new incompatible land uses.

II.Implement New Noise Abatement Procedures.

A.Periodic Noise Modeling (Pages II-4, III-4, NCP)

The City of Chico should prepare updated noise exposure maps for Chico Municipal Airport at key air service milestones to reflect changes in aircraft operational activities and fleet mix.

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

B.Zoning controls (Pages II-5, III-4 through III-8, NCP)

As forecasted noise impacts are less than those forecasted during the development of the 1978 Airport Environs Plan, land use restrictions imposed by said plan will be modified to reflect impact areas as identified in the Noise Exposure Map Report. Specifically, that land use compatibility standards contained in Table 1 of FAR Part 150 will be modified to reflect the relatively low ambient noise levels in the Chico area and be applied to the appropriate noise impact areas. The modified compatibility standards utilize the 60dB CNEL noise contour to determine compatibility as opposed to the 65dB noise contour utilized in FAR Part 150. Said standards are reflected in Table III-1 and implementation areas are depicted in

Exhibit III-1.

In response to concerns regarding overflight activity, the development of new residential uses will be prohibited in the area defined in Exhibit III-1 as Zone A. This is the area subject to most low altitude overflight activity. Existing residential uses shall be permitted to remain in Zone A, and infill of the existing residential area would be allowed only in the area designated Zone A1 (outside of the CNEL 55dB contour). The area defined as Zone B is subject to less intensive overflight activity. In Zone B, no new single family residential uses will be permitted. Any approval of multiple family residential uses in Zone B shall contain conditions requiring the dedication of aviation easements to the airport operator and notification of potential tenants of overflight activity. Zone A and Zone B together represent the defined Overflight Protection Zone (OPZ).

The City of Chico and the Butte County ALUC have adopted the Land Use Plan depicted in Exhibit III-1 and the standards reflected in Table III-1 as the official Airport Land Use Plan for the Chico Municipal Airport (CNEL 60dB as the local deviation from the Federal table contained in 14 CFR Part 150).

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

C.Easement dedication (Pages II-5, III-8, NCP)

While overall noise impact areas are forecasted to be less than predicted in 1978, the areas subject to overflight remain constant due to the lack of change in flight track geometry. Even though these areas may be impacted to a level less than CNEL 55dB, aviation easements will be secured for new noise sensitive uses located in areas subject to overflight. As such both the city of Chico, Butte County, and the Butte County ALUC will adopt policies that require the granting of aviation easements for new noise sensitive land uses beneath both Zones A and B of the defined Overflight Protection Zone depicted in Exhibit III-1. The policy will require that the proponent dedicate an easement combined with a non-suit covenant that attaches to property title as a perpetual deed restriction.

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

D.Height restrictions (Pages III-8, Exhibit III-2, NCP)

Although not a component of the Noise Compatibility Program, the height of objects around airports is a concern that should be addressed. As such, the city of Chico, Butte county and the Butte County ALUC have adopted the FAR Part 77 surfaces, Objects Affecting Navigable Airspace, as the height limit criteria for the airport environs. These restrictions have also been adopted as part of the Butte County ALUC Airport Land Use Plan for Chico Municipal Airport. These surfaces are depicted in attached Exhibit III-2.

Disapproved for the purposes of Part 150. Height restrictions are addressed under 14 CFR Part 77. FAA's decision not to include the height restriction portion of this element in the Part 150 approval does not indicate FAA's disapproval of the

measure for Part 77 purposes or reflect on the effectiveness of the height restriction for purposes of aviation safety.

E.Requirement for Notice of Airport Noise (Pages II-5, II-6, III-8, III-9, NCP)

Local planning agencies will encourage the Butte County Board of Realtors to adopt a fair disclosure requirement for the sale or lease of homes or other noise sensitive real property within the Airport Influence Area (AIA) boundary. Whenever such property is offered for sale, rent or lease, the seller, lessor, broker, or agent will notify the prospective owner or tenant that the property is located in an area subject to potentially high levels of aircraft noise. Appendix C contains a sample form of real estate disclosure statement.

Approved. This action is within the authority of local government and will contribute to buyer awareness of noise levels.

F.Requirement for Acoustical Studies Within Areas Subject to Aircraft Noise Levels of CNEL 55dB and Above (Pages III-10, NCP; Exhibit I-2)

The purpose of this measure is to ensure that all proposed new noise sensitive land uses located within the CNEL 55dB noise contour (see Exhibit I-2) will be compatible with both California Noise Insulation Standards and local noise standards.

Title 25 of the California Code of Regulations specifies that proposed new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings within the CNEL 60dB noise exposure area are required to have an acoustical analysis showing that the structure attains an interior noise level of CNEL 45dB.

Local agencies will supplement the provisions of Title 25 by requiring acoustical analyses for single-family detached dwellings within the CNEL 55dB noise contour. Through this process, builders and contractors will be notified early that an acoustical analysis will be required for all new noise sensitive land uses, including single-family homes, as a condition of building permit approval in areas exposed to airport noise levels of CNEL 55dB and above as set forth in the 1997 noise exposure map -- Exhibit III-1.

Approved. This action is within the authority of the local government. This measure is intended to ensure that new residential development exposed to CNEL 55dB and above will be provided with an interior environment of CNEL 45dB or less.

Exhibit I-2 identifies areas within the CNEL 55 dB where this supplemental provision to Title 25 would be implemented.

G.Preferential Approach and Departure Flight Tracks (Exhibit IV-1, NEM; Page II-6, III-11, NCP)

Runway use patterns, driven by meteorological factors, including winds, establish the fact that the great majority of departures occur to the northwest utilizing Runways 31L/R. The area beneath the departure track is sparsely developed with scattered rural residential uses.

Currently, under Visual Flight Rules (VFR) conditions, turbojet and large propeller aircraft departing Runway 13L are requested to turn left to a heading of 080 degrees (magnetic) to avoid overflights of central Chico. This procedure benefits residents along the runway heading who would otherwise be routinely overflowed by large aircraft. This procedure cannot be used during Instrument Flight Rule (IFR) conditions due to a lack of required terrain clearance to the east of the airport.

Approved. This action is approved as a voluntary measure when air traffic and weather conditions permit.

H. Flight Procedures (Pages II-7, III-11, NCP)

Correspondence received during the preparation of the Aircraft Noise Exposure Map Report suggested modification to the VOR approach to Runway 31R. Specifically, it was suggested that the glide slope angle of the approach be raised to keep aircraft at higher altitudes during the approach, thus lessening noise impacts. While it must be noted that VOR approaches utilize a series of step-downs rather than a continuous glide slope angle, the idea of raising the altitudes of the various approach segments does have merit. Whether or not this can be done while maintaining the clearance standards required for instrument approaches must be determined by the FAA.

Currently most traffic pattern activity is located east of Highway 99. Notices will be published in various aeronautical guides either encouraging or restricting traffic pattern activity to that area east of Highway 99. This will insure that overflights at pattern altitudes do not occur west of the highway.

Disapproved pending submission of sufficient information to make an informed analysis. Insufficient information is presented in the NCP to evaluate the effectiveness of these measures.

I. Establish Interagency Coordination Procedures/Maintain Public Information (Pages II-10, III-12, NCP)

The city of Chico will take the lead in formulating an ongoing working relationship with local and regional planning agencies. The Airports Commission should serve as the forum for such procedures.

Approved. This action is within the authority of local government.

J. Signs (Pages II-10, III-12, NCP)

The Airport will post informational signs at the takeoff end of Runways 13L/R of Runways advising pilots of noise abatement procedures and to avoid noise sensitive areas, per the following example:

NOISE SENSITIVE AREAS

Residential area immediately southeast of Airport is noise sensitive.
Observe published noise abatement procedures.

Approved. Approval of informational signs can improve community relations and reduce overflights of noise sensitive areas; however, such signs must not be construed as mandatory air traffic procedures. The city should work with local Air Traffic personnel to establish mutually acceptable signage. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this action.

K.Noise Abatement Advisories (Pages II-10, III-12, NCP)

The Airport will update and distribute noise abatement information to pilots, flight instructors, and fixed base operators consistent with current publications.

Approved. This action is within the authority of local government and will improve noise awareness in the airport user community.

L.Flight Training/Compliance (Pages II-10, II-11, III-12, NCP)


All Chico Municipal Airport flight schools should continue to include noise abatement techniques in their curricula, and the Airport should continue to ensure familiarity with such procedures and the location of noise sensitive areas through frequent coordination with FBOs and flight schools.

Approved. This action is approved as a voluntary measure and will increase airport user awareness of noise sensitive areas.

M.Increased Pilot Awareness (Pages II-11, III-12, NCP)

The Airport will inform users of the important noise abatement procedures in effect at Chico Municipal Airport.

Approved. This action is within the authority of local government.


**RECORD OF APPROVAL
FT. LAUDERDALE EXECUTIVE AIRPORT
FT. LAUDERDALE, FLORIDA**
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The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements.

The operational and land use control measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized operational and land use control measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

3.2.1 Revised Measure: Informal Nighttime Preferential Assignment of Runway 26 to All Aircraft.

It is recommended that the existing nighttime (10 p.m. through 7 a.m.) preferential use of Runway 26 by turbojet aircraft be extended to be applicable to all aircraft to reduce overflight of the populated areas closest to the airport. This measure results in a reduction of 31 people within the 65 dB Ldn noise contour and operates in conjunction with the noise abatement flight path for Runway 26 departures (turn to a heading of 310o) discussed below. (pgs. 20, 49, 50 and 52; Figures 5.1 and 5.2; and Tables 3.2, 3.5, 5.3, 5.4 and 5.5).

FAA Action: Approved as a voluntary measure.

3.2.2 Existing Measure: Voluntary Restriction of Jet Use of Runway 13/31.

It is recommended that the existing voluntary restriction of jet use of Runway 13/31 be continued. The elimination of this measure would dramatically increase direct jet overflights of the close-in residential areas under the extended centerlines of runways at the airport, in areas where jet operations currently are rare. Increased jet use would almost certainly result in a vigorous community reaction. (pgs. 20 and 50; Tables 3.2, 3.5, 5.1, 5.2 and 5.3; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.3 New Measure: Relax Runway 08 Departure Altitude Restriction.

Because of air traffic transiting the airspace around Fort Lauderdale Executive Airport (FXE) (largely from Fort Lauderdale-Hollywood International), the FAA currently restricts initial climb altitudes on departure from FXE to 2,000'. This measure recommends eliminating or relaxing this restriction. (pgs. 20, 21 and 56; Tables 3.2, 3.5, 5.3 and 5.7; and Figure 5.4).

FAA Action: Disapproved for purposes of Part 150. The Air Traffic Control Tower commented that this procedure is already done to the maximum extent possible. Both FXE and Miami Tower personnel make every effort to climb aircraft to their cruising altitude as soon as traffic conditions permit. To eliminate the restriction, or to further relax it beyond current airport traffic capabilities, would impact air traffic efficiency and is therefore disapproved.

3.2.4 Revised Measure: Noise Abatement Pattern Procedures.

This measure proposes to raise the propeller pattern altitude from 1,000' to 1,200', extend the upwind leg for Runway 31 departures out to the turnpike, and extend the approach leg for Runway 13 arrivals out to the turnpike. This measure would result in a reduction of 30 people within the 65 dB Ldn noise contour. (pgs. 21, 22 and 54; Tables 3.2, 3.5, 5.2, 5.3 and 5.6; and Figure 5.3).

FAA Action: Approved in part as a pilot request, voluntary measure, with respect to the proposal to extend the upwind leg for Runway 31 departures out to the turnpike. The measure is disapproved in

part for the proposals to raise the propeller altitude and extend the approach leg for Runway 13 arrivals out to the turnpike. Raising the propeller altitude would have a severe impact on traffic at FXE and on traffic transiting into the Ft. Lauderdale-Hollywood International Airport, or working with Miami Approach Control overhead Ft. Lauderdale Executive Airport. The Air Traffic Control Tower (ATCT) expressed concern that the Runway 13 arrival change would create at least a 2 1/2 mile longer pattern, more delays and a safety hazard due to the distance from the tower, and limited visibility for the ATCT at that distance.

5.7.3 Existing Measure: Voluntary Use of National Business Aircraft Association and Manufacturers' Procedures.

This measure recommends continuation of an existing voluntary measure where pilots are requested to use National Business Aircraft Association (NBAA) recommended noise abatement procedures developed for corporate jet pilots or individual aircraft manufacturer developed aircraft-specific abatement procedures. The program recommends use of the "standard" departure procedure. Airport signs notify pilots. (pgs. 58 and 114; Tables 3.2, 5.1, 5.2 and 5.3; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.5 Revised Measure: R/W 26 Departure Heading; Initiate Turns After Crossing NW 31st Avenue.

The original Noise Compatibility Program included a turn to a heading of 280o for nighttime turbojet departures off of Runway 26. This procedure was implemented as a turn to 310o. It was extended to apply to fixed wing aircraft departing on this runway 24 hours per day. This measure recommends modifying the existing measure so the noise turn for aircraft departing Runway 26 would be initiated after crossing NW 31st Avenue for VFR guidance. Under instrument conditions, pilots should use the Runway 08 ILS approach middle marker for guidance. This measure reduces the population within the 65 dB Ldn noise contour by 631 people. (pgs. 22, 63 and 65; Tables 3.2, 3.5, 5.3, 5.9 and 5.10; and Figures 5.8 and 5.9).

FAA Action: Approved as a voluntary measure.

3.2.6 Existing Measure: Runway 08 Departure Headings.

This measure recommends continuation of a noise abatement departure turn to the north, along I-95, for jets departing on Runway 08. The procedure requires all jets with destinations other than eastbound to be assigned a heading of 330o, with turns to be initiated "abeam of I-95". All eastbound departures, regardless of aircraft type, are assigned to a heading of 090o. Propeller-driven aircraft with non-eastbound destinations are assigned a heading of 300o. Emergency flights and medical "life flights" are exempt. The elimination of this procedure would approximately double the population within the 65 dB Ldn contour. (pgs. 22, 58 and 59; Tables 3.2 and 5.8; Figures 5.5, 5.6 and 5.7; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.7 New Measure: Voluntary Use of Runway 08 "Quiet One" Departure Procedure.

This measure recommends continuation of the current "Quiet One" departure procedure for nighttime (10 p.m. through 7 a.m.) eastbound jet departures on Runway 08. The procedure applies to visual meteorological conditions only and is initiated at pilot request only. The procedure is published as a climbing left 360o turn to 090o then commence a standard rate turn so as to remain within 5 nautical miles of FXE and north of Runway 8 centerline until on assigned heading. This procedure provides a reduction in single event noise levels over residential areas east of the airport, including approximately 400 people within the 65 dB Ldn noise contour. (pgs. 23 and 67; Tables 3.2, 3.5 and 5.3; and Figures 5.10, 5.11 and 5.12).

FAA Action: Approved as a voluntary measure.

3.2.8 New Measure: Voluntary Restriction of Nighttime (10 pm - 7 am) Touch-and-Go Operations.

This measure includes only a request that pilots and Fixed Base Operators limit all touch-and-go activity, particularly nighttime operations, on a voluntary basis. This measure reduces the number of people from within the 65 dB Ldn noise contour. (pgs. 24 and 76; and Tables 3.2, 3.5 and 5.3).

FAA Action: Approved as a voluntary measure.

3.2.9 Existing Measure: Support of Airport Perimeter Development as Noise Barrier.

The program recommends continuation of an existing measure calling for the City to promote development of property on the airport perimeter in such a manner that the structures can act as noise barriers for neighboring residences. (pgs. 24,87 and 88; Tables 3.2 and 5.2; Figure 5.18; and Appendix C).

FAA Action: Approved.

3.2.10 Existing Measure: Aircraft Engine Runup Time and Location Restrictions.

This recommends continuation of an existing restriction on the time and location of maintenance runups which is included in the Fort Lauderdale City Code. No maintenance runups are allowed between 7:00 p.m. and 7:00 a.m. and are limited to a location designated by the Air Traffic Control Tower. The designated runup area is at the compass rose as shown on figure 5.19 in the NCP document. The City Code will be revised to depict the location of the compass rose as the only site for maintenance runups unless the City authorizes alternate locations and the Airport Rules and Regulations manual will be revised to reflect the City Code. These existing restrictions have largely eliminated citizen complaints related to engine runup noise. (pgs. 25 and 88; Tables 3.2 and 3.5; Figure 5.19; and Appendix C).

FAA Action: Approved.

LAND USE MEASURES

3.3.1 Existing Measure: Corrective Land Use and Zoning Changes.

It is recommended that the City continue monitoring of land use and zoning requests in its environs to encourage appropriate changes to more compatible categories for vacant and developed land and to discourage inappropriate changes. Where changes could result in noncompatible land use but cannot be prevented, other corrective measures provided at the expense of the applicant should be pursued to maintain compatibility. The City will transmit the approved Noise Exposure Maps (NEM) to each local government with jurisdiction over land surrounding FXE along with a written request that they maintain land use compatibility and notification that no federal/airport funding will be available for corrective measures associated with any new non-compatible development within the noise contours depicted on the NEM. (pgs. 26, 101 and 102; Tables 3.3, 3.6, 6.1, 6.2 and 6.5; and Figures 4.1 and 4.2).

FAA Action: Approved.

3.3.2 Existing Measure: Preventive Development Controls.

It is recommended that the Airport staff continue consultation with City and County planning, building, zoning and legal staff to explore the feasibility of enacting site plan and building code measures to minimize the potential for noise impacts. (pgs. 26, 107 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5).

FAA Action: Approved.

3.3.3 Existing Measure: Preventive Fair Disclosure.

It is recommended that the existing measure for fair disclosure primarily by NEM publication be continued. Dissemination and explanation of the Airport Master Plan and NEM to realtors and local government staff are recommended to ensure that potential residents are aware of the airport and its operations. This measure will protect both the airport and potential property owners. (pgs. 26 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5).

FAA Action: Approved.

3.3.4 New Measure: Monitor to Determine Exact Extent of Contour into Residential Area.

It is proposed that the City install one of the permanent noise monitors off the western end of Runway 08/26 within or close to the Village Park Mobile Home Park to measure actual noise levels. This will allow the City to fine tune implementation of the procedure to have pilots delay the initiation of the Runway 26 departure heading until they cross NW 31st Avenue so as to eliminate or reduce the encroachment of the contours into the property. Therefore, this measure would assist in the implementation of other measures. (pgs. 27, 110 and 115; and Tables 3.3, 3.6, 3.7 and 6.5).

FAA Action: Approved.

CONTINUING PROGRAM MEASURES

3.4.1 Existing Measure: Noise Abatement Advisory Committee.

This will continue the Community Advisory Committee (CAC) which was established in the original Part 150 study to meet with FXE and other City staff throughout the year, as required, to discuss issues related to aircraft noise. The CAC provides a formal mechanism for ongoing dialogue with the community on noise issues. (pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.2 Existing Measure: Noise Abatement Officer.

This will continue a full-time Noise Abatement Officer position which was established in the original Part 150 study. The Officer is responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. (pgs. 29, 113 and 114; and

Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.3 Existing Measure: Permanent Noise Monitoring System.

It is proposed that the City expand the existing noise monitoring system by adding a minimum of four new permanent noise monitors, a minimum of two compatible portable noise monitors, and expanded central database management capabilities. The monitoring system provides the City with objective and accurate information to use in implementing NCP elements, monitoring the effectiveness of the NCP, and responding to citizen inquiries. (pgs. 29, 114, and 115; Tables 3.4, 3.7 and 7.1; and Figure 3.1 of the NEM document).

FAA Action: Approved. FAA participation in monitors will be limited to an additional four permanent monitors and two portable monitors unless FAA later specifically determines additional noise monitors are needed on a case-by-case basis.

3.4.4 Existing Measure: Public Information Program.

This will continue a public information program by the Airport staff through verbal and written briefings to the CAC, Aviation Advisory Board (AAB) meetings, briefings to City Commission meetings, and presentations to outside organizations, such as homeowner associations. This measure is a critical component of the ongoing dialogue with outside parties, to ensure that the NCP operates efficiently and effectively. (pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.5 New Measure: Airfield Signs.

It is proposed that the City install four additional signs on the airfield that inform departing pilots of the key noise abatement procedures to insure that all relevant locations have signs. (pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved. Signs must not be construed as mandatory air traffic procedures. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this determination.

3.4.6 New Measure: Pilot Manual Insert.

The city has arranged for the printing of a full color informational insert on FXE in a format that is compatible with the Jepson Sanderson manual which includes a notice on the Runway 08 departure procedures. It is also recommended that the City reprint inserts prepared by the City that addresses the Runway 08 departure procedures. (pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.7 Existing Measure: NCP Review and Revision.

This measure continues provisions for continuing review and evaluation of proposed changes to the NCP between overall updates as proposed in the NCP. This provides for amendment to the details of the NCP, to ensure its continued efficiency and effectiveness. (pgs. 30, 31, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.8 Existing Measure: NEM and NCP Updates.

The NCP recommends that the City update the NEM every five years, or as required by changed conditions, pursuant to FAA guidelines. Should the revised NEM indicate that changed conditions have diminished the effectiveness or efficiency of the NCP, the City will evaluate the NCP and update it as required. This will keep the NEM and NCP up to date. (pgs. 31, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

RECORD OF APPROVAL Glendale Municipal Airport Noise Compatibility Program

INTRODUCTION

The Glendale Municipal Airport (GEU) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The noise compatibility program includes six (6) recommended noise abatement elements, seven (7) land use management elements, and three (3) program management elements. These measures are summarized in Table 7C on page 7-20 and 7-21 of the NCP.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determination do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES:

A. NOISE ABATEMENT ELEMENTS:

1. Encourage right turns on upwind leg of Runway 1 local traffic pattern.

Description of element: Under this measure, the airport management would encourage airport users to use a Right-hand traffic pattern for Runway 1 local traffic. Specifically pilots would be encouraged to initiate a right turn to a heading of 040 degrees at the end of the runway for the upwind leg. The measure continues to have pilots turn the crosswind leg as appropriate, fly a short crosswind leg, then turn the downwind leg west of 99th Avenue. This measure would help to reduce noise exposure to airport neighbors. This measure is proposed by the airport as a voluntary measure when traffic and safety permit. The benefit of this procedure is shown in Exhibit 5C, which shows the 55 DNL contour shifting to the east away from the housing areas and toward the compatible corridor along the Aqua Fria Expressway. (NCP pages 5-24-26, 7-3, Table 7C, Supplemental Information Letter).

Approved as a voluntary measure only.

2. Encourage straight-out VFR departures from Runway 19.

Description of element: This measure provides for a procedure that would have itinerant aircraft departing on Runway 19 to fly the runway heading to Indian School Road before turning east as shown in Exhibit 7A. This measure would reduce the low overflights over most residential areas near the airport and would redirect them over the Agua Fria River basin. This basin is an undeveloped corridor east and south of the airport. It is the intent of the city of Glendale to have this procedure published via a pilots guide distributed by the airport management, and the local

Fixed Base Operator and in the *Airport/Facility Directory*. (NCP Pages 7-3, 7-4, Exhibits 5D and 7A, and Table 7C).

Approved as a voluntary measure only.

3. Encourage right turns for VFR departures from Runway 1.

Description of element: The New River basin and the Agua Fria Expressway offer a noise abatement corridor for air traffic north of Glendale. This measure would encourage itinerant departures over this corridor to avoid overflights of the residential land uses directly north of the airport. (NCP Pages 5-33, 7-4, Table 7C.)

Approved as a voluntary measure only.

4. Establish informal north flow preferential runway use program.

Description of element: This measure would designate Runway 1 as the calm wind runway. This would have the effect of having north flow approximately 60 percent of the time. The current and future residential development patterns around the airport suggest that the areas south and southeast of the airport are likely to develop for residential uses in contrast to areas to the north which are planned for commercial and industrial uses. (NCP Pages 5-32, 5-33, 7-4, 7-5, Table 7C.)

Approved as a voluntary measure only. Informal designation of Runway 1 as the calm wind runway would help to reduce the aircraft noise impacts over noise-sensitive land uses located to the south and southeast of the airport.

5. Encourage the use of AOPA Noise Awareness Steps for propeller aircraft and NBAA noise abatement departure and arrival procedures.

Description of element: This measure would encourage quiet and neighborly flying of aircraft in the vicinity of the airport by using generalized noise abatement procedures promoted by the Aircraft Owners and Pilots Association and the National Business Aircraft Association (NBAA). The NBAA procedures provide specific profiles for departures and Visual Flight Rules (VFR) and Instrument Flight Rule (IFR) arrivals near noise-sensitive locations. The use of the NBAA procedure is voluntary and is proposed to reduce loud single event noise which may be disruptive to local residents. The complaint history at Glendale Municipal Airport indicates that there is serious concern in the community about aircraft noise even outside the 55 DNL contours. (NCP Pages 7-5, 7-6, Table 7-C, and Supplemental Information Letter).

Approved as a voluntary measure only. The decision to use these procedures remains with the pilot-in-command of each aircraft operating at Glendale Municipal Airport.

6. Adopt noise-sensitive marketing policies.

Description of element: This measure recommends that the City of Glendale establish marketing policies that discourage the basing of large airline pilot training schools and Stage 2 aircraft at the airport. The City would avoid marketing the airport to operators of large airline pilot training schools and encourage corporate jet operators to use Stage 3 aircraft. The airport would be made available to users in these categories should they approach the City. In response to FAA comments, the City provided a supplemental information letter dated November 7, 1995, to clarify that its intent is to not actively seek out these users in promoting and marketing the airport. (NCP Page 7-6, 7-7, Table 7C, Appendix F and Supplemental Information Letter.)

Approved. This measure is considered to be within the authority of the City of Glendale. The airport sponsor has stated that the operation of a large pilot training school was the primary cause of the City deciding to prepare a Part 150 study in response to concerns of residents about overflight noise in the surrounding community. In the circumstances, the policy seems rationally related to a noise objective. Stage 2 aircraft are louder than Stage 3 aircraft within the limited category of aircraft served by the airport, small business jets and turboprops.

B. LAND USE MANAGEMENT ELEMENTS:

1. Preserve existing General Plan designations for compatible land uses (industrial, commercial, office, open space) in the airport influence area.

Description of element: This measure recommends that the City of Glendale preserve current commercial, industrial and open space designations in the airport influence area. The measure also recommends that this land should be rezoned in the future for only those compatible land uses. This measure also recommends that the policy recommendations of the NCP be given the same weight as other land use policies. This measure also encourages the cities of Avondale, Peoria and Phoenix to preserve current commercial, industrial, and open space designations within their jurisdiction in the airport influence area. (NCP Page 7-11, Table 7-C).

Approved. This measure is considered to be within the authority of the cities of Glendale, Avondale, Peoria, and Phoenix. This measure would help reduce the introduction of new noise-sensitive land uses around the airport.

2. Retain existing compatible use zoning within the airport influence area.

Description of element: This measure provides for the city of Glendale to retain, and encourages the cities of Avondale and Peoria to retain, current commercial and industrial zoning designations in the vicinity of the airport, as shown on Exhibit 7E. In addition, this measure recommends that these jurisdictions strongly discourage rezoning for residential and other noise-sensitive land uses that are not consistent with the General Plan. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-12, Exhibit 7E, Table 7C).

Approved. This measure is considered to be within the authority of the cities of Glendale, Avondale and Peoria. This measure would help reduce the introduction of new noise-sensitive land uses around the airport.

3. Encourage Flood Control District to include impact of airport noise in priority-setting system for flood control projects, and encourage natural floodplain preservation in areas impacted by aircraft noise.

Description of element: The Flood Control District of Maricopa County currently utilizes numerical guidelines for determining the priority of constructing and funding flood control improvements. The city of Glendale should coordinate with other airport operators in the Phoenix Metropolitan area to encourage the Flood Control District to revise its existing priority-setting system for flood control projects. Flood control projects which would encourage residential development in airport noise-impacted areas should be given a lower priority than other projects. Ideally, these projects would not be constructed or funded by the District. This measure would modify existing flood control policy to encourage the preservation of natural floodplains in areas adjacent to airports or impacted by airport noise and frequent low overflights. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-12, Table 7C).

Approved. This measure is considered to be within the authority of the city of Glendale and the Maricopa County Flood Control District. This measure would help to prevent the introduction of new noise-sensitive non-compatible land uses into the vicinity of the airport.

4. In the unincorporated part of airport influence area, discourage the rezoning of Rural-43 areas to higher density residential zones.

Description of element: Maricopa County's existing zoning ordinance provides for rural, low-density residential development in the vicinity of the airport (Rural-43 zoning district). The ordinance also suggests that where "governmental facilities and services, public utilities and street access are available, or can be reasonably made available, applications for change of this zoning district will be given favorable consideration." This would permit allowing greater housing densities than is permitted in the Rural-43 district. The city of Glendale should adopt a formal policy discouraging or prohibiting the higher density single family residential development in the airport influence area. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-13, Table 7C)

Approved. This measure is considered to be within the authority of the city of Glendale.

5. Encourage fair disclosure of airport impacts to potential future property owners.

Description of element: The City of Glendale should enact a program of fair disclosure procedures within the airport influence area. The City should also encourage Avondale, Peoria, Phoenix, and Maricopa County to adopt fair disclosure procedures. This measure also recommends that the city of Glendale adopt the NCP as an element of its General Plan. (NCP Page 7-14, Table 7C).

Approved.

6. Through the rezoning process, prohibit homes in the 65 DNL and "runway approach areas." Require fair disclosure agreements and covenants in airport influence area.

Description of element: This measure would use the rezoning process to attach land use compatibility stipulations to property in the airport influence area. The measure would also have the City of Glendale encourage the cities of Phoenix, Peoria, Avondale and Maricopa County to do the same. This measure would also provide for fair disclosure to future property owners of the proximity of Glendale Municipal Airport. This measure also recommends that the city of Glendale adopt the NCP as part of its general plan. (NCP Page 7-15, Table 7C).

Approved. Implementation of this measure is considered to be within the authority of the cities of Glendale, Phoenix, Peoria and Avondale, and Maricopa County.

7. Acquire homes and undeveloped land in the 65 DNL noise contour, based on 1999 noise with the Noise Compatibility Plan.

Description of element: The City of Glendale should purchase the residences located within the abated 1999 65 DNL noise contour, as illustrated on Exhibit 7F. These include one (1) conventional home and three (3) mobile homes. The City also should buy the undeveloped land within the 65 DNL contour that is presently zoned "Agriculture." This zoning permits a very limited amount of residential development. After the acquisition, the airport should hold the property for future approach protection. (NCP Page 7-16, Exhibit 7F, Table 7C).

Approved. It is noted that the Agriculture zoning classification would permit residential land use. Consequently, acquisition of the vacant property under this zoning would be consistent with the

✓ purposes^{of} FAR Part 150 in reducing the amount of incompatible land uses and preventing the introduction of new incompatible land uses within the 65 DNL contour. Acquisition of vacant land for noise compatibility purposes is subject to a demonstration that noncompatible development is imminent. The acquisition of land with federal grant funds is subject to the requirements of the Uniform Relocation and Real Property Acquisition Act (49 CFR Part 24).

C. PROGRAM MANAGEMENT ELEMENTS:

1. Maintain system for receiving and responding to noise complaints (City of Glendale).

Description of element: This element would continue the existing system for the city of Glendale, as owner/operator of the airport to receive and respond to aircraft noise complaints. This element would also help to identify any geographical pattern of complaints. This would permit the airport management to investigate and, if possible, seek corrective action. (NCP Page 7-17, Table 7C).

Approved.

2. Review Noise Compatibility Plan implementation (City of Glendale).

Description of element: The City of Glendale would maintain communications with planning officials of other local governments to follow their progress in implementing the relevant measures of the Land Use Management Element. The airport management would also monitor compliance with the Noise Abatement Element through checking periodically with the air traffic control manager regarding compliance with the preferred visual flight tracks and the informal preferential runway use program. Where appropriate, the airport management also should check with airport users. It may be necessary from time to time to arrange for noise monitoring, noise modeling, or flight track analysis to study issues that may arise in the future. (NCP Page 7-18, Table 7C.)

Approved.

3. Update Noise Exposure Maps and Noise Compatibility Program (City of Glendale).

Description of element: The airport management should review the NCP and consider revisions and refinements as necessary. Every five (5) to eight (8) years the program would be updated to respond to the changing conditions in the local area and in the aviation industry. (NCP Page 7-18, 7-19, Table 7C).

Approved. If the runway extension, which is incorporated into the forecast 5-year map, does not occur, revised NEMs may be required (14 CFR 150.21).



**RECORD OF APPROVAL
KANSAS CITY INTERNATIONAL AIRPORT
KANSAS CITY, MISSOURI
NOISE COMPATIBILITY PROGRAM**



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INTRODUCTION

Kansas City sponsored an Airport Noise Compatibility Planning Study for Kansas City International Airport in compliance with Federal Aviation Regulations (FAR) Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to the Federal Aviation Administration (FAA) for review and approval. The NEMs were found to be in compliance with applicable requirements of FAR Part 150, effective February 9, 1996. The FAA formally received Kansas City International Airport NCP and began the formal review period on that date.

The airport operator, in accordance with provisions in Part 150, Table 1, has presented a local deviation to the Federal guidelines by selecting the DNL 60dB contour as its area of marginal impact on residential, schools, hospitals and nursing homes, churches and places of public assembly. The airport operator has determined that within the DNL 60dB contour it will discourage further development (page 4-8, NEM). A variety of noise abatement and noise mitigation measures have been proposed by Kansas City for inclusion in the Kansas City NCP. The Noise Compatibility Program includes three elements. The Noise Abatement Element includes those actions that the airport operator proposes to reduce the extent of aircraft noise exposure through changes in aircraft operational procedures. The Land Use Management Element includes those actions that would minimize the impact of aircraft noise in affected communities and neighborhoods through comprehensive planning and application of local land use controls, acquisition and relocation, acoustical treatment, aviation easements, fair disclosure, and other measures directly applicable to specific neighborhoods. The Program Management Element includes a continuing effort to monitor compliance with the Noise Compatibility Program and to identify new or unanticipated problems and changing conditions. These program measures were developed by Kansas City on the basis of input and evaluations by the project consultant, Kansas City, airport users, the FAA, the affected communities, and the public-at-large.

The approvals listed herein include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute a decision to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

PROGRAM ELEMENTS

Noise Abatement Measures (Chapter 7, Pages 7-2 -- 7-14, NCP)

1. Establish informal preferential runway use program to favor north flow. The airport management will work with the FAA Air Traffic Control Tower to adopt an informal preferential runway use program. The Tower Manager would issue a Tower Order to reflect the procedure. This procedure will reduce noise exposure over populated areas by dispersing the louder departure operations to the north over less densely populated areas around the airport. Use of this procedure depends on winds at satellite airports in the area. It is necessary to coordinate flow at MCI with the flow at these other airports for safety and efficient use of the airspace. Thus, this procedure can only be used at MCI when winds permit a north flow on a systemwide basis.

APPROVED as voluntary. This measure was analyzed in Chapter 5 as Alternative 3 and was combined with Alternatives 1 and 2 (which are submitted as a combined Noise Abatement Measure 2, immediately below) and evaluated as Scenario C. The Chapter 5 analysis indicates that, for Scenario C, Overall population impact reductions are better than those for any of the individual alternatives. The DNL 60-65dB contour shows a reduction by 1,613 people and the DNL 65-70dB contour shows a reduction by 95 people. There is an increase within the 70-75dB contour of 3 people and no people are impacted above DNL 75dB.

2. Establish a nighttime (10:00 p.m. to 6:00 a.m.) informal preferential runway use program involving landings on Runways 1L and 19L and takeoffs on Runways 1R or 19R. The airport management will work with the FAA Air Traffic Control Tower to establish this nighttime informal preferential runway use program. In order to minimize current and future exposure to nighttime noise, a segregated preferential use program is recommended. The program can be summarized as land on the left runway, depart on the right runway in either direction. This procedure will primarily affect nighttime cargo traffic at MCI thereby reducing noise impacts to noise-sensitive areas.

APPROVED as voluntary. This two-part measure was separately evaluated in Chapter 5 as Alternatives 1 and 2, and combined with Noise Abatement Measure 1, above, as Scenario C in that chapter. Benefits are described above under the FAA approval paragraph, above.

Land Use Management Element (Chapter 7, Pages 7-7 -- 7-28, NCP)

1. Define Noise contours for a land use compatibility planning scenario to use as the basis for land use planning in the airport environs (Kansas City, Platte County). Kansas City has prepared contours for a land use compatibility scenario, which define the outer limits of the area which is expected to experience cumulative aircraft noise above DNL 60dB, 65dB, 70dB and 75dB. This will be used as a guide for future land use planning in the airport environs. This will be reflected in appropriate planning documents and regulations as specified in detail in the recommendations below. Kansas City will also encourage Platte County to use the land use compatibility planning scenario for its airport environs planning activities.

APPROVED in concept. This measure is approved in concept as a local prerogative for purposes of long-range preventative land use planning. The land use compatibility planning scenario map has not been accepted by the FAA as an official Noise Exposure

Map meeting Part 150 official map requirements. It is presented in the NCP as the airport operator's representation of a possible worst-case noise environment for preventative planning purposes to reduce the likelihood of future noncompatible development.

2. Retain the GP Planned Development District designation for the MCI environs (City of Kansas City). Within the GP district, the City has special authority to review and approve development proposals. This authority is used to require the dedication of aviation easements and the filing of fair disclosure agreements and covenants regarding potential airport noise impacts. This method of compatible land use planning has proven effective in Kansas City and will be continued in the future. This will be a continuation of existing procedures.

APPROVED. This preventative land use planning measure is within the authority of the local land use planning jurisdictions

3. Within DNL 60dB, maintain future compatible land use designations according to MCI General Development and Land Use Plan (City of Kansas City). To ensure that areas now planned for compatible use remain planned for compatible use, the city will preserve the compatible land use designations in the MCI General Development and Land Use Plan (Exhibit 1-9 in NEM) for all areas within the DNL 60dB contour, based on the land use compatibility planning scenario. Adoption of the Noise Compatibility Program by Kansas City will be sufficient to implement this policy.

APPROVED. This preventative land use planning measure is within the authority of the local land use planning jurisdictions.

4. Expand the MCI General Development and Land Use Plan to include land south of Barry Road (City of Kansas City). A strip of land south of Barry Road is currently outside the limits of the MCI General Development and Land Use Plan. This area will be included in the MCI General Development and Land Use Plan and be designated for agricultural and residential use. By adding this property to the Plan, the city can ensure that any development of the area will be subject to special review requirements of the GP district. The city typically requires the dedication of an aviation easement and the signing of a fair disclosure agreement and covenant for development within any GP zone. The City Council will adopt an amendment to the MCI General Development and Land Use Plan making this change. This amendment will have to be adopted by ordinance.

APPROVED in part. This preventative land use measure is within the authority of the responsible local land use jurisdictions. It would extend special review requirements to areas not currently included in the MCI General Development and Land Use Plan. This approval does not extend to noncompatible development which may still be permitted in accordance with zoning in this area. Sound attenuation and/or easements at the time of construction are encouraged by the FAA to be incorporated into local planning for this proposal.

5. Maintain existing commercial, industrial, and airport-related zoning within DNL 60dB contour based on land use compatibility planning scenario (Kansas City and

Platte County). Within the DNL 60dB contour, areas zoned for commercial, industrial and airport-related use will be preserved for future compatible land use. The intent is not to lock into place all detailed zoning designations that might exist today. Changes from one kind of compatible zoning district to another are acceptable. The intent is to preserve in some kind of compatible zoning all areas that are so designated today. Adoption of the Noise Compatibility Plan by Kansas City will be sufficient to implement this policy in the city. Kansas City will also encourage Platte County to adopt the same policy.

APPROVED. This preventative land use planning measure is within the authority of the local land use planning jurisdictions.

6. Maintain existing rural residential zoning within DNL 60dB contour based on land use compatibility planning scenario (Platte County). Kansas City will encourage Platte County to establish this policy. It would be appropriate for Platte County to adopt such a policy in its updated land use plan for southern Platte County.

DISAPPROVED for purposes of Part 150. This measure has been recommended by the airport operator as a means to reduce the number of possible future noncompatible structures. However, rural residential zoning would still allow the introduction of additional noise sensitive land uses. This measure, therefore, does not meet the Part 150 criteria of preventing the introduction of additional noncompatible land uses. The FAA understands that this may be the best available local option for airport-land use compatibility within the DNL 60dB contour, and it is within the authority of the responsible land use jurisdictions to carry it out as a local measure outside of the Part 150 process. Sound attenuation and/or easements at the time of construction are encouraged by the FAA to be incorporated into local planning.

7. Maintain existing AG Agricultural zoning within DNL 60dB (Platte County). Kansas City will encourage Platte County to retain this zoning within the DNL 60dB contour, based on the land use compatibility planning scenario. It would be appropriate for Platte County to adopt such a policy in its updated land use plan for southern Platte County.

APPROVED. This measure is within the authority of the responsible local land use jurisdictions to carry out. This approval is limited to maintaining compatible agricultural zoning consistent with Table 1 of Part 150, including recommended sound attenuation and/or easements in accordance with that Table.

8. Rezone land acquired by Kansas City Aviation Department to GP-8, Airport and Conservation (Kansas City). The city will rezone for airport-related use any land acquired by the Aviation Department. Permitted uses include airports and aviation facilities, supporting commercial and industrial activities, and various park and open space uses. After the land is purchased, the Aviation Department will initiate a rezoning application with the City Development Department. The action requires review of a zoning map amendment by the Planning Commission and approval by the City Council.

APPROVED.

9. Change Southern Platte County Land Use Plan south of 76th Street and west of I-435 to rural residential rather than single family residential (Platte County). It would be desirable if these areas could be reserved for lower density residential development to minimize the number of potential future residents within the noise contours. Redesignating the areas to rural residential rather than future single-family residential would promote this objective. Kansas City will encourage Platte County to implement this measure by adopting an amendment to the Southern Platte County Land Use Plan. This would be done by a resolution of the County Court.

DISAPPROVED for purposes of Part 150. This measure has been recommended by the airport operator as a means to reduce the number of possible future noncompatible structures by rezoning from single family residential to rural residential. However, rural residential zoning would still allow the introduction of additional noise sensitive land uses. This measure, therefore, does not meet the Part 150 criteria of preventing the introduction of additional noncompatible land uses. The FAA understands that this may be the best available local option for airport-land use compatibility in this area, and it is within the authority of the responsible land use jurisdictions to carry it out as a local measure outside of the Part 150 process. Sound attenuation and/or easements at the time of construction are encouraged by the FAA to be incorporated into local planning.

10. Rezone areas from RMD, Multi-family, to R-80 or RE rural residential within the DNL 60dB contour (Platte County). Six areas that are currently zoned for multi-family residential should be rezoned for rural residential development, either R-80 or RE, One Family Residential. The R-80 district requires a minimum lot size of 80,000 square feet and the RE district a minimum of five acres. By rezoning these areas for large-lot residential use, the maximum number of potential future residents within these noise-impacted areas can be reduced. Kansas City will encourage Platte County to implement this measure. Platte County would have to rezone the land by an amendment to the Zoning Order. This requires review and recommendation by the Planning Commission and approval of the amending order by the County Court. A public hearing before the Planning Commission is required.

DISAPPROVED for purposes of Part 150. This measure has been recommended by the airport operator as a means to reduce the number of possible future noncompatible structures by rezoning six areas currently zoned for multi-family to R-80 or RE rural residential. However, rural residential zoning would still allow the introduction of additional noise sensitive land uses. This measure, therefore, does not meet the Part 150 criteria of preventing the introduction of additional noncompatible land uses. The FAA understands that this may be the best available local option for airport-land use compatibility in this area, and it is within the authority of the responsible land use jurisdictions to carry it out as a local measure outside of the Part 150 process. Sound attenuation and/or easements at the time of construction are encouraged by the FAA to be incorporated into local planning.

11. Rezone area at I-435/M-152 interchange to commercial or industrial (Platte County). This land should be rezoned for industrial or commercial use. It is now zoned for multi-family residential, although it is designated in the Southern Platte County Land Use Plan for industrial, commercial, and office development. Kansas City will encourage

Platte County to implement this measure. Platte County would have to rezone the land by amending the official zoning map. This requires review and recommendation by the Planning Commission and approval by the County Court. A public hearing before the Planning Commission is required.

APPROVED. This is within the authority of the local land use planning jurisdictions.

12. Establish airport noise and land use compatibility performance standards (Platte County). Kansas City will encourage Platte County to amend the Platte County Zoning Order to provide for airport noise and land use compatibility performance standards (listed in Table 7.3 of NCP), which would apply within the DNL 60dB contour based on the land use compatibility planning scenario. The standards would apply to all applications for special use permits and planned unit developments within the DNL 60dB contour. Special uses and planned unit developments are actions requiring specific review and approval by the Platte County Planning Commission. The County Court of Platte County would have to adopt an order amending the Zoning Order. The amendment would be reviewed by the Planning Commission before being forwarded to the County Court for action. A public hearing before the Planning Commission is required.

APPROVED. This is within the authority of the local land use planning jurisdictions.

13. Amend subdivision regulations to require dedication of aviation easements and recording of fair disclosure agreements for new subdivisions (Kansas City, Platte County). Kansas City now requires the dedication of aviation easements for all new developments in the airport area. Kansas City also requires an agreement for noise disclosure. This agreement, which is a covenant running with the land, requires the seller to show the buyer a copy of the airport's most recent noise exposure map before closing the sale. The buyer must sign a statement acknowledging receipt of the information and agreeing not to file for noise damages. This requirement will be included in the subdivision regulations, applying it to the area within the GP Planned Development District. Platte County subdivision regulations require the recording of plat notes and the dedication of aviation easements for subdivisions within the DNL 65dB contour and along the extended runway centerline. Kansas City will encourage Platte County to revise this requirement to reflect the updated noise analysis and so that it applies within the DNL 65dB contour based on the land use compatibility planning scenario. Kansas City and Platte County will start the ordinance review and approval process after the approval of the Noise Compatibility Program by the City Council of Kansas City.

APPROVED. This is within the authority of the local land use planning jurisdictions.

14. Adopt performance standards describing sound insulation requirements for noise-sensitive buildings within the DNL 65dB based on the land use compatibility planning scenario (City of Kansas City). Any new noise-sensitive developments shall be required to provide for sound insulation as described in the standards of Table 7.4 of the NCP. The developer will be required to provide evidence at the time of plan approval that the building as planned is capable of achieving the required level of noise reduction. The developer will also be required to provide evidence that the building as constructed achieves the required level of noise reduction. Adoption of the Noise Compatibility Program by the City Council is sufficient to implement this measure.

APPROVED. This is within the authority of the local land use planning jurisdictions. The FAA believes that the prevention of additional residential land uses within the DNL 65dB contour is highly preferred over allowing such uses even at lower densities and combined with sound attenuation. The airport operator and local land use jurisdictions are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

15. Work with Kansas City Metropolitan Board of Realtors to develop voluntary and informal ways to disclose airport impacts to prospective buyers of property in airport area (City of Kansas City). This measure provides a means for the disclosure of noise impacts on property developed before the current fair disclosure requirements were imposed. Voluntary and informal means of ensuring fair disclosure will be pursued by the City. The Aviation Department will work with Kansas City Metropolitan Board of Realtors to develop voluntary ways of disclosing airport impacts, such as the five suggested measures listed on page 7-22 of the NCP. After the City has established satisfactory objectives and defined a specific process, appropriate City representatives will initiate consultations with the Board of Realtors. The City will begin efforts to promote informal and voluntary fair disclosure after approval of the Noise Compatibility Program by the City Council.

APPROVED. This is within the authority of the local land use planning jurisdictions.

16. Adopt discretionary project review guidelines for subdivision, rezoning, special use, conditional use, and variance applications (Kansas City, Platte County). Kansas City will establish informal guidelines for community development proposals and applications for subdivision, rezoning, special conditional use, and variance applications. The City also intends to encourage Platte County to adopt similar guidelines. The zoning ordinances will detail the uses that are acceptable or unacceptable in the noise-impacted area. Adoption of the Noise Compatibility Program by Kansas City is sufficient to implement this measure in the City. Platte County would need to implement this through an amendment to the Southern Platte County Land Use Plan.

APPROVED.

17. Acquire ten homes south of airport within DNL 65dB based on 1998 Noise Compatibility Plan (Kansas City). Kansas City will initiate a voluntary program to acquire existing homes within the DNL 65dB contour, based on the 1998 Noise Compatibility Plan. Ten homes are proposed for acquisition. This totals 371 acres. The homes are now, and will continue to be, impacted by noise, particularly since several of the homes are off the extended centerline of the runway. It would be best if the property directly off the runway ends be reserved for non-intensive open space uses. If the lands are used in the future for park lands, the Aviation Department will clearly retain the right to the use of the land in the future if the need for some unanticipated aviation-related need should arise. The land acquisition will be subject to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24). The acquisition program will be managed by the City Aviation Department. Kansas City Aviation Department can start this acquisition program after approval of the Noise Compatibility Program by the FAA.

APPROVED. This measure is based on the 1998 Noise Exposure Map determined in compliance by the FAA on February 9, 1996.

18. Acquire undeveloped land south of airport within DNL 65dB contour based on 1998 Noise Compatibility Plan (Kansas City). Kansas City will acquire such property to prevent the possibility of future residential development. This element involves four parcels of land directly south of the airport along the extended centerline of

Runway 1L-19R, that are impacted by noise above DNL 65dB, and three parcels within the DNL 65dB directly south of Runway 1R-19L. These areas total approximately 281 acres and are currently zoned GP-7 Agricultural Residential. These parcels were recommended for purchase because they are likely to come under increasing pressure for residential rezoning. Thus, to ensure future land use compatibility in this high-noise area, the land should be acquired. The land acquisition will be subject to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24). The acquisition program will be managed by the City Aviation Department. Kansas City Aviation Department can start this acquisition program after approval of the Noise Compatibility Program by the FAA.

DISAPPROVED pending submission of additional information to make an informed analysis. Exhibit 1-8 depicts the parcels as undeveloped, with the exception of scattered homes, and the 1998 NEM determined in compliance by the FAA in February 1996 depicts the parcels as Undeveloped or Compatible Use with the exception of the homes which are proposed for acquisition in Land Use Management Element 17, above. It has not otherwise been shown that local controls are inadequate to prevent noncompatible development nor that the parcels are in imminent danger of being developed noncompatibly.

19. Acquire aviation easements over three residences within DNL 65dB, based on 1998 NCP, north and east of airport (Kansas City). Kansas City will acquire aviation easements over three homes within the DNL 65dB contour. These homes are impacted by aircraft noise and will continue to be through the future. Because they are separated from the airport by Interstate 29, outright acquisition would present property management difficulties and the property would be of little benefit to the airport. Thus, easements will be acquired over the homes and the surrounding area equivalent to a city lot. Acquisition of these easements is a voluntary measure. Easements will be purchased only from property owners who wish to sell voluntarily. Easement acquisitions will be subject to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24). The acquisition program will be managed by the City Aviation Department. Kansas City Aviation Department can start this acquisition program after approval of the Noise Compatibility Program by the FAA.

APPROVED.

Program Management Element (Chapter 7, Pages 7-28 -- 7-30, NCP)

1. Maintain system for receiving and responding to noise complaints (Kansas City Aviation Department). The airport has a well organized system of recording and

responding to noise complaints. The staff will periodically analyze the complaint records. If the geographic pattern of the complaints, or the causes of complaints, indicate that consistent problems exist, the airport management will investigate, and, if possible, seek corrective action. This is an ongoing activity that will be continued. No special implementation efforts are required.

APPROVED.

2. Review of Noise Compatibility Plan implementation (Kansas City Aviation Department). The airport management will take steps to monitor compliance with the NCP. It will maintain communications with local planning officials to follow their progress in implementing the Land Use Management Element. The airport management will also monitor compliance with the Noise Abatement Element. To verify compliance with preferential runway use programs, the airport management will periodically coordinate with the air traffic control manager to study runway use procedures. No specific actions are required to implement this action. This is an ongoing activity that will continue as soon as the Noise Compatibility Program is approved by the City Council.

APPROVED.

3. Update Noise Exposure Maps and Noise Compatibility Program (Kansas City Aviation Department). Kansas City will periodically review the NEM and NCP and consider revisions and refinements as necessary. Kansas City will plan to update the NEM approximately every five years, or more often if equivalent operations levels change significantly from forecast conditions.

APPROVED.

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RECORD OF APPROVAL KONA INTERNATIONAL AIRPORT NOISE COMPATIBILITY PROGRAM

INTRODUCTION

The Kona International Airport (KOA) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The program recommends one (1) noise abatement measure, (1) noise mitigation element, and three (3) program management measures. These measures are summarized in Chapter 7, Recommended Noise Compatibility Program, pages 7-1 through 7-5 of the NCP.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES:

1 - NOISE ABATEMENT ELEMENTS:

In order to reduce single event noise levels in the airport sideline areas, Mitigation Option T6 was recommended for inclusion in the FAR Part 150 plan. (page 7-1) Use Runway 35 (68 percent of the time) instead of Runway 17 when winds are light during the nighttime period. In addition, when winds are light during the nighttime period, use Golf intersection for Runway 17 departures during the nighttime period. (pages 6-8 and 6-9).

Description of element: Overflights of the developed areas of Keahole Point occur when aircraft departing from the threshold of Runway 17 execute quick right hand turns. Normally, use of Runway 17 is preferred during calm and light wind conditions to minimize air traffic control conflicts offshore and northwest of the airport. However, during the nighttime hours when air traffic activity is lower, departures toward the north on Runway 35 are preferable from a noise abatement standpoint to minimize the possibility of overflights of Keahole Point and the resulting high single event noise levels. Nighttime departures will not be possible whenever aircraft approaching the airport elect to use Runway 17 for landing. The final decision for runway selection remains with the aircraft's pilot. During those nighttime periods when departures from Runway 17 are required due to wind or air traffic conditions, the use of Golf intersection instead of Runway 17's threshold can also reduce

the likelihood of overflights of Keahole Point by the noisier jet aircraft. The reason for this is that the departing aircraft's start-to-roll threshold position, and a sharper right hand turn will be required to overfly Keahole Point after takeoff from Golf intersection. The noise reduction results are summarized in Table 6-1 and Figure 6-3.

FAA Action: No action required at this time: This measure relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. Additional review by FAA Air Traffic Control is necessary to evaluate the operational safety and feasibility of these proposals. Additionally, for Part 150 purposes, there is insufficient information to determine whether this measure would result in a net noise benefit. No information is provided on whether impacts might occur on other populated areas, or numbers of people impacted and benefitted.

2 - NOISE MITIGATION ELEMENTS:

Sound attenuation treatment of impacted residences or noise sensitive developments. (page 7-4)

Description of Element: At the present time and through CY 2001, sound attenuation treatment of noise sensitive structures is not required.

a. If future airport improvements are predicted to result in new incompatible land uses, the State DOT should then initiate an application to FAA for grant monies which would be used to provide sound attenuation treatment of structures housing noise sensitive uses which are expected to be located within the 60 DNL contour.

b. If future noise sensitive developments must be located within the airport's 60 DNL contour, sound attenuation measures should be applied by the land developer or land owner.

FAA Action:

a. Disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis. This measure is speculative. The NCP states that there are no noise-sensitive uses within the DNL 60dB noise contour and that this program is consistent with the draft master plan which states that no new airport development is planned. Should circumstances change, the Noise Exposure Maps should be revised accordingly, and a program update may be submitted, providing more specific information. The FAA believes that the prevention of additional residential land uses within the DNL 65 dB contour is highly preferred over allowing such uses even with sound attenuation. The airport operator and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

b. Approved. A local requirement for land developers or land owners to incorporate sound attenuation standards as a preventive noise mitigation measure for new construction within the DNL 60 dB contour is approved. However, FAA strongly encourages the use of all available means to prevent the introduction of new noise sensitive land uses.

FAA emphasizes that, while preventive sound insulation incorporated in new construction by land developers or land owners is approved, FAA would not approve under Part 150 a recommendation for the airport proprietor to provide remedial sound insulation at a later date if developers or owners construct new noise sensitive structures with inadequate sound treatment. This is consistent with the FAA policy announced in the April 3, 1998, *Federal Register* (63 FR 16409) to emphasize that remedial measures are appropriate to

address existing noncompatible land uses only.

3. - PROGRAM MANAGEMENT ELEMENTS:

Publication and implementation of an informal preferential runway use program. (pages 7-3 and 7-4)

Description of element: The State DOT should draft its proposed informal preferential runway use program and send it to the FAA for its modification and/or approval. If the program is approved by the FAA, the State DOT should adopt it in its Airport Rules and Regulations. The proposed runway use program (weather, safety, and traffic conditions permitting): should request that all fixed wing aircraft utilize Runway 35 for departures during calm wind conditions and at night when traffic is light; should request use of Golf intersection for departures whenever feasible if nighttime winds dictate use of Runway 17 instead of Runway 35; should advise airport users that areas east and west of the Keahole-Kona International Airport are noise sensitive; and should request that overflights of noise sensitive areas and repetitive training operations over these noise sensitive areas be minimized. The locations of noise sensitive areas in relationship to the airport should also be shown on a map and published with the informal preferential runway use program.

FAA Action: No action required at this time: This measure relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. Implementation of this measure depends on approval of the Noise Abatement Element, above.

Monitoring of development proposals in the Keahole-Kona International Airport environs, disclosing airport Noise Exposure Maps to the community. (page 7-4)

Description of element: The State DOT should monitor development proposals which may be impacted by airport noise and frequent flyovers by aircraft operating at the airport. Appropriate responses and disclosures should be provided by the State DOT during the land reclassification or rezoning process. In addition, the State DOT should provide updated NEMs, as they are available, to all interested parties. If the broader public interest requires that new noise sensitive land uses be located within the airport noise contours, the State DOT should insure that all measures (sound attenuation treatment, easements, adequate disclosures, etc.) are taken to minimize future land use incompatibilities and adverse noise impacts, potential litigation, and additional noise mitigation costs to the State DOT.

FAA Action: Approved. This preventative measure is a local prerogative, and may serve to minimize noncompatible development within the airport's NEM contours. However, the FAA strongly encourages the airport operator and local land use jurisdiction to pursue all available means to prevent the introduction of new noncompatible development within the DNL 65 dB contour.

Annually monitor aircraft noise levels and operations at the airport and conduct public informational meetings on the progress of the Part 150 Program. (pages 7-4 and 7-5)

Description of element: The State DOT should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the progress of the Part 150 plan and to educate and inform airport

users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan.

FAA Action: Approved.

RECORD OF APPROVAL
NAPLES MUNICIPAL AIRPORT
NAPLES, FLORIDA



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The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The FAA has provided technical advise and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this Record of Approval (ROA) may be subject to applicable environmental or other procedures or requirements.

The operational, land use and continuing program measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

7.2.1 Preferential Runway.

It is recommended that the existing preferential runway measure to maximize the use of Runway 4 for departures and Runway 22 for arrivals for aircraft with departure noise levels exceeding 76.4 EPNdB be continued in order to take advantage of the low sensitivity to noise of the commercial/industrial development located northeast of the airport. Implementation is based on pilot education and preferential runway assignment by the air traffic controllers when the tower is open. (pages 3-3 to 3-8 and 7-1; Tables 3-1 to 3-3, 3-16, 7-1 and 7-2; and Figures 3-1 and 3-2).

FAA Action: Approved.

7.2.2 Flight Procedures.

This measure recommends elimination of the existing restriction to initial climb altitudes on departure from Naples Municipal Airport (APF) to 2,000' above sea level (ASL). (pages 3-12, 3-13, and 7-3; Figure 3-4; and Tables 3-6, 3-16 and 7-2).

FAA Action: Disapproved. This measure will not have a significant noise reduction. In addition, it could interfere with air traffic safety and efficiency because the altitude limit is initially necessary to ensure separation from other traffic in the area and is removed by the controller when the aircraft is radar identified and separation is assured.

7.2.3 Flight Paths.

Revised Visual Flight Rules (VFR) noise abatement departure flight paths have been proposed for each runway at the airport to reduce noise by moving traffic away from developed areas.

Runway 4 - early left turn. Aircraft would fly just to the east of Airport-Pulling Road and would avoid the residential communities in the area.

Runway 22 - right turn. Aircraft would move away from the majority of the residential dwellings which are located southwest of the airport.

Runway 13 - early left turn. This track turns aircraft just north of Davis Boulevard, away from the residential development south of Davis.

Runway 31 - the existing departure, with a right turn, would impact the least number of people due to the fact that the aircraft do not overfly the coastline with its densely packed residential units.

The FAA must also develop procedures which allow the pilots to fly these preferred flight paths. This is typically accomplished through SIDs or STARs, which are departure or arrival paths defined by radio navigation aids. Current systems such as the VOR, located on and off the airport, already provide this capability, but newer technology has even greater promise. Two newer systems, the Global Positioning System (GPS) and Transponder Landing System (TLS) could be used to define complex curved approach or departure paths which could be used to keep aircraft away from densely populated residential areas. The NAA has applied for state grants to install the TLS system by the end of fiscal year 1997.

(pages 3-16 to 3-31, 7-3 and 7-4; Tables 3-8 to 3-11, 3-16 and 7-2; and Figures 3-5 to 3-15).

FAA Action: Approved in part as a voluntary measure. The recommended noise abatement departure flight paths are approved as voluntary.

The measure is **disapproved in part, for purposes of Part 150**, for that portion of the proposal which recommends use of the GPS and TLS to define complex curved approach and departure paths, pending submission of additional information describing the noise benefits of these techniques when technology becomes available.

7.2.4 Helicopters.

It is recommended that the existing noise abatement measures for helicopters be continued including modification of take-off areas to implement common centralized departure areas and education of helicopter pilots. Helicopter pilots have agreed to depart from midfield, rather than runway ends, in order to obtain as much altitude as possible before departing the airport and helicopters will follow the fixed wing routes on the crosswind runway. The Naples Airport Authority (NAA) will maintain contact with pilot operators to modify these procedures, if necessary, and work out additional issues as they arise. (pages 3-31, 3-32 and 7-4; and Tables 3-7, 3-16, 7-1 and 7-2).

FAA Action: Approved as a voluntary measure.

7.2.5 Use Restrictions.

The following measures were adopted by ordinance effective May 15, 1996, and are proposed for FAA approval in this Part 150 document. The measures include:

- a. nighttime elimination of Stage 1 aircraft use of the airport;
- b. voluntary curfew of Stage 2 and 3 jets during nighttime hours;
- c. future nighttime elimination of Stage 2 aircraft after the beginning of the year 2000, which is the target for the federal phase-out of Stage 2 aircraft weighing greater than 75,000 pounds.

These restrictions would not apply to emergency flights, medical or government flights, or other flights which are for the benefit of public health, safety, and welfare. A Part 161 study may be appropriate or required. (pages 3-32 to 3-42 and 7-4; Tables 3-12 to 3-14, 3-16 and 7-4; and Figures 3-16 and 3-17; supplemental information submitted from NAA by letter dated July 31, 1997).

FAA Action:

- a. **Approved, with respect to the Stage 1 ban.** The airport operator has submitted supplemental information by letter dated July 31, 1997, which has been made part of this ROA, to support that Stage 1 operators have been successfully able to comply with this measure. The NCP states that this measure would reduce the population impacted within the DNL 65dB noise contour from 158 to 0 for the 5-year time frame. This measure has been in effect since May 1996 with no apparent concern by affected operators regarding undue burden on interstate or foreign commerce (see supplemental information submitted by airport operator). However, should impacts on air commerce occur which cannot be foreseen at the time of this approval, the FAA will reevaluate this determination in view of new factual information to ascertain whether it still meets the standards for Part 150 approval or whether approval should be withdrawn in accordance with section 150.35(d)(6).
- b. **Disapproved for purposes of Part 150 pending submission of sufficient information to make an informed analysis with respect to the voluntary curfew of Stage 2 and Stage 3 jets during nighttime hours.** although noise benefits of the voluntary curfew may be "intuitive", the NCP does not provide noise benefits for this measure. Truly voluntary operational measures affecting Stage 2 and Stage 3 aircraft are not subject to 14 CFR Part 161. However, any changes to the method of implementation which may affect whether this measure is voluntary would be subject to applicable procedures contained in 14 CFR Part 161.
- c. **Disapproved with regard to the mandatory Stage 2 phaseout to begin the year 2000, pending satisfactory compliance with 14 CFR Part 161, and pending submittal of additional information to make an informed analysis.** The Federal phaseout applies to aircraft weighing greater than 75,000 pounds. The NCP states that "Significantly less than 1 percent of all corporate jet operations at APF are in aircraft with maximum gross takeoff weights over 75,000 pounds." Part 161 requires separate analysis of restrictions on Stage 2 aircraft weighing less than 75,000 pounds; in addition, the burden on commerce has not been presented nor are the noise impacts versus the benefits of this measure presented.

7.2.6 Ground Noise.

It is recommended that the existing ban on nighttime (between 10:00 p.m. and 7:00 a.m.) maintenance runups, effective May 15, 1996, and the designated locations and orientations recommended for maintenance and pre-flight runups for turboprop aircraft be continued. Operators may request permission from airport management to conduct a maintenance runup during the restricted hours under exceptional circumstances. For example, an operator may require the aircraft for an early morning departure, which would have to incur a substantial delay if the runup could not be conducted until after 7:00 a.m. For such approval, management may set limits on exactly when and where the runup would be conducted, and limit duration of the runup and the power settings used. Maintenance or pre-flight runups for turboprop aircraft should be conducted at one of the locations shown on Figure 3-19 in the NCP document and, as wind conditions permit, should be

oriented to the north or northeast. This will abate ground noise levels in the community, especially at times when background noise levels are very low. (pages 3-43 to 3-45; Tables 3-16, 7-1 and 7-2; and Figures 3-18 and 3-17).

FAA Action: Approved. FAA approval is given in consideration of the exceptions available to aircraft operators. This measure has been in effect since May 1995. New information which may become available to the FAA which demonstrates that this measure could impact total number or hours of Stage 2 or Stage 3 aircraft operations may make this measure subject to applicable requirements of 14 CFR Part 161.

LAND USE MEASURES

7.3.1 Land Acquisition.

This measure recommends land acquisition in Rock Creek Campground and residential or vacant uses in the Naples Villas area to develop a compatible buffer when no other land use strategy is appropriate. (pages 5-2 to 5-5 and 7-5; Tables 5-2 and 7-3; and Figures 4-2 and 5-1).

FAA Action: Approved under 14 CFR Part 150 with respect to noncompatible land uses within the noise contours of the official noise exposure maps as provided in the Aviation Safety and Noise Abatement Act and 14 CFR Part 150. Some of these areas may be outside of the noise contours, in which case they would be outside the parameters of this Part 150 approval. However, the FAA would encourage local government to exercise its prerogative to establish noise buffers that meet locally determined needs. Vacant land is deemed compatible under 14 CFR Part 150 unless it is demonstrated that there is imminent danger of it being developed noncompatibly.

7.3.2 Easements.

This measure recommends the purchase of easements for homes in the Naples Villas area and the consideration of easements for Rock Creek Campground to provide an adequate buffer of compatible uses around the airport. (pages 5-7, 5-8 and 7-5; Tables 5-2 and 7-3; and Figures 4-2 and 5-1).

FAA Action: Approved under 14 CFR Part 150 with respect to noncompatible land uses within the noise contours of the official noise exposure maps as provided in the Aviation Safety and Noise Abatement Act and 14 CFR Part 150. Some of these areas may be outside of the noise contours, in which case they would be outside the parameters of this Part 150 approval. However, the FAA would encourage local government to exercise its prerogative to establish noise buffers that meet locally determined needs. Vacant land is deemed compatible under 14 CFR Part 150 unless it is demonstrated that there is imminent danger of it being developed noncompatibly.

7.3.3 Zoning/Land Use Planning.

The NAA has adopted the DNL 65dB noise contour as the threshold of incompatibility for residential areas, but for zoning and land use planning this measure recommends that the area within the DNL 60dB noise contour apply the same standards as Part 150 recommends for the DNL 65dB noise contour as a buffer to ensure that residential and noise sensitive uses are not developed too close to the Airport. (pages 5-10 to 5-12 and 7-5; Tables 5-2 and 7-3; and Figure 5-2).

FAA Action: Approved. This is within the authority of the local land use planning jurisdictions.

7.3.4 Fair Disclosure

It is recommended that a Fair Disclosure Program be developed to educate potential home buyers of the airport and its flight paths through voluntary cooperation from realtors, lenders, property managers, and local government staff so all potential residents who would be located along the flight paths for the runways would be aware of their location. This measure includes the development, publication and distribution of information regarding airport noise and operations. (pages 5-13, 5-14 and 7-5; and Tables 5-2 and 7-3).

FAA Action: Approved.

CONTINUING PROGRAM MEASURES

7.4.1 Noise Abatement Officer.

It is recommended that the Noise Abatement Officer position currently being filled by staff with additional responsibilities at the Airport be continued. This person's responsibilities include oversight of the implementation of all noise abatement/land use compatibility programs as well as investigation of noise complaints. (pages 2-3, 6-1 and 7-6; and Table 7-4).

FAA Action: Approved.

7.4.2 Noise Compatibility Advisory Committee.

This measure recommends the implementation of a noise compatibility advisory committee with membership consisting of representatives of airport users and tenants, local officials, area businesses, area residents, and Airport management. This will be an advisory committee to provide feedback regarding noise issues and represent all interests on and around the airport. (pages 6-1 and 7-6; and Table 7-4).

FAA Action: Approved.

7.4.3 Noise Monitoring Program.

This measure recommends the implementation of a noise monitoring program and the purchase (or rental) of a portable noise monitor and associated computer software and hardware. Residents surrounding the Airport can assist the noise abatement officer by providing sites for noise monitoring. (pages 6-2 and 7-6; and Table 7-4).

FAA Action: Approved.

7.4.4 Public Information Program.

The development and implementation of a public information program is recommended to provide the public with information which makes them aware of the efforts of the Airport management to address their concerns. One measure which would continue is the newsletter which is routinely published by the NAA. (pages 6-2 and 7-6; and Table 7-4).

FAA Action: Approved.

7.4.5 NCP Review, Evaluation, and Revision.

This measure recommends that the Noise Compatibility Program be reviewed and evaluated on a regular basis to measure performance against goals. The Part 150 will be updated every five years or sooner if applicable. (pages 6-2 and 7-6; and Table 7-4).

FAA Action: Approved.

RECORD OF APPROVAL
NAPLES MUNICIPAL AIRPORT
Revision 1
NAPLES, FLORIDA



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The approval listed herein includes approval of an action that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that this approval indicates only that the action would, if implemented, be consistent with the purposes of 14 C.F.R., Part 150.

The operational measure below summarizes as closely as possible the airport operator's recommendation in the Noise Compatibility Program (NCP) Update and is cross-referenced to the program. The statements contained within the summarized operational measure and before the indicated FAA approval do not represent the opinions or decisions of the FAA.

Background

In February 1997, the Naples Airport Authority (NAA) submitted to the FAA an Update to the Part 150 Noise Compatibility Program (NCP) for Naples Municipal Airport (APF). The Update consisted of 15 measures, one which would allow operations by Stage I aircraft (weighing less than 75,000) only between the hours of 7 a.m. to 10 p.m. The FAA approved the nighttime curfew and most of the other measures submitted by the airport sponsor. In March of 1998, the NAA submitted a second Update to its Part 150 NCP. In that Update, the NAA proposed extending the current Stage I curfew to a full, 24-hour ban, thereby prohibiting the operation of any Stage I aircraft weighing less than 75,000 pounds at APF.

On September 18, 1998, the FAA published a notice in the Federal Register announcing that it would be reviewing the NCP submitted by Naples and requesting comments. 63 FR 49942. The FAA received one letter, from the National Business Aviation Association (NBAA), dated March 27, 1998. That letter indicated that it supplemented its earlier May 28, 1997, comments on the 1997 NCP for Naples, objecting to restrictions on Stage 1 aircraft operations. The March 27 letter summarized NBAA's earlier comments, objecting to the Stage 1 ban. As grounds for its objection, the NBAA argues that: (1) the terms of the 24-hour ban deprives public access on unfair and unreasonable terms, (2) the terms of the ban are unjustly discriminatory, and (3) the ban is preempted by federal law. In July of 1998, the NAA provided additional clarification through its consultant, Harris Miller Miller and Hanson, Inc. (HMMH), in response to issues raised during FAA's preliminary review. The analysis and July supplement include evidence of the noise benefit that will accrue to neighboring communities as a result of the ban, statistics on the number of Stage I aircraft operating nationally as well as the number operating at Naples, and information about the existence of other nearby airports available for use by Stage I operators.

OPERATIONAL MEASURES

1. Extend Existing Nighttime Stage 1 Use Restriction to 24 Hours.

The Naples Airport Authority (NAA) requests that the FAA approve extension of the existing nighttime curfew on operations by Stage I aircraft (10 p.m. to 7 a.m.) to a 24 hour ban. "Emergency,

medical, or government flights or other flights which are for the benefit of public health, safety, and welfare would be exempt from the ban." (NCP Update, February 1998; Amendment to NEM and NCP prepared by HMMH, Report 295500, July 24, 1998).

APPROVED. The NCP demonstrates that the recommended Stage 1 ban provides a noise benefit both in the short term and in the five year planning timeframes. In 1998, the Stage I ban is predicted to reduce the number of residential dwelling units within the 65 dB DNL from 184 to 77 dwelling units, and to remove 120 individuals from the 65 dB DNL contour. In 2003, the number of residences significantly impacted by noise would be reduced from 185 to 146, and the number of individuals impacted would be reduced by 156. In addition, the ban is reasonable because there are no Stage I aircraft based at the Airport and less than two operations per day are affected by the ban. There are seven companies operating Stage I aircraft at APF; two companies use the aircraft primarily for ambulance services, two other companies have alternate non Stage I aircraft they can utilize, two companies operating only Stage I aircraft offered no objection to the ban, and only one company indicated that the ban would impose an inconvenience but not a financial hardship. For those who do not own alternative aircraft, the impact will be minimal because there are two other airports located within 30 miles of the city of Naples that can accommodate the affected aircraft.

As a matter of policy, FAA does not consider the use of aircraft stage designations to be unjustly discriminatory per se. Moreover, the ban is not unjustly discriminatory because Stage 1 aircraft are the loudest type of aircraft operating at Naples.

The exemptions to further public health, safety, and welfare, which were applied in 1997 to the Stage 1 nighttime curfew, are being extended to this 24-hour ban. The FAA commented in September 1997 that the exception of emergency medical flights is a justifiable exception.

The ban on operations by Stage 1 aircraft weighing less than 75,000 pounds is not federally preempted because the scheme of federal regulation of Stage 1 aircraft is not so pervasive as to make reasonable the inference that FAA left no room for airport proprietors to supplement it. The FAA's interest in Stage 1 aircraft is not so dominant that the federal system should be assumed to preclude enforcement of local rules on the same subject, and because the goals of FAA regulation and obligations imposed by FAA do not reveal any purpose to preclude the exercise of State authority. See *Rice v. Santa Fe Elevator Corp.*, 331 U.S. 218, 230 (1947). See *Pacific Gas & Electric Co. v. State Energy Resources Conservation and Development Comm'n*, 461 U.S. 190, 203-204 (1983).

By stating its intent to conduct further study and actions as may be appropriate when it required the gradual elimination of operations by Stage 1 aircraft weighing more than 75,000 pounds, FAA did not intend or ordain complete preemption of regulations of operations by all Stage 1 aircraft. In the preamble of the final rule that phased out operations by Stage 1 aircraft weighing more than 75,000 pounds, FAA stated "...operating noise limits for turbojet airplanes weighing 75,000 pounds or less cannot be adopted in a manner consistent with the constraints in...the Act. However, the FAA is expanding its comprehensive analysis of the public impact of aircraft noise. As the results of this study become available over the next two years, FAA will undertake such actions as may be appropriate." 41 FR 56055 (December 23, 1976). Since 1976, the FAA has not conducted the contemplated study and has not undertaken further action, with the result that the use of such aircraft is being gradually eliminated through attrition. Although FAA Advisory Circular 150-5020-1, Airport Noise Compatibility Planning, dated August 5, 1983, and the 1976 Department of Transportation Aviation Noise Abatement Policy warn about conflicts between local airport rules and the federal scheme concerning deadlines for retrofit or replacement of Stage 1 aircraft, when these statements are read in context it is clear that the FAA is speaking only about Stage 1 aircraft weighing more than 75,000 pounds. These guidance documents are silent about Stage 1 aircraft weighing less than 75,000 pounds. Neither document clearly manifests FAA intent to supersede the exercise of proprietary power.

Given FAA's exercise of a detailed and supervisory role over Stage 1 aircraft weighing more than

75,000 pounds, FAA's silence in these circumstances should not be presumed to be or construed as a barrier to action by Naples Airport Authority to establish requirements as to the permissible level of noise created by Stage 1 aircraft weighing less than 75,000 pounds using its airport. Based upon the small number of such aircraft left in the total U.S. fleet, estimated by NAA's reported research as less than 50, FAA has determined that further action is not appropriate because there are no federal concerns requiring national regulation. There do not appear to be any appreciable risks of disruption in traffic to and from airports or economic distress among carriers that require a federal policy to balance the goal of noise reduction with economic and technological difficulties.

Additionally, this is not a case where preemption results from actual conflict between state and federal law. As there is no federal requirement concerning the pace of elimination of operations by Stage 1 aircraft weighing less than 75,000 pounds, aircraft operators may comply with this local ban on such operations. Based upon the record before us, it does not appear that the Stage 1 ban at Naples Airport would stand as an obstacle to the accomplishment and execution of purposes and objectives of Congress and the FAA. The small number of such aircraft, the fact that none are based at or used by air carriers at the airport, and the role of Naples Airport indicate that the ban would impose a minimal burden on interstate commerce. Should impacts on air commerce occur which are unforeseeable at the time of this approval, or should the FAA receive significant new information such as that the exemptions are granted in an unjust manner, the FAA will reevaluate this determination upon receipt of new information to ascertain whether it still meets the standards for Part 150 approval.

**RECORD OF APPROVAL
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
REVISION NO. 2 TO APPROVED
NOISE COMPATIBILITY PROGRAM**

INTRODUCTION

The FAA approved Noise Compatibility Program (NCP) prepared by the City of Phoenix, Arizona for Phoenix Sky Harbor International Airport (PHX) describes current and future noncompatible land uses, based on the parameters established in FAR Part 150, Airport Noise Compatibility Planning. The NCP recommended 11 noise abatement measures, five (5) land use management measures and three (3) continuing program measures. One land use management measure was added to the approved NCP by Revision No. 1. These measures are summarized beginning on page one of the proposed second revision to the approved NCP.

The measure listed herein is one that the City of Phoenix recommends. It should be noted that the Federal Aviation Administration's (FAA) approval indicates only that the measure would, if implemented, be consistent with the purposes of Part 150. This approval does not constitute a decision to implement the measure. Later decisions concerning possible implementation of this action may be subject to applicable environmental procedures or other requirements. This record of approval pertains to the revision item only, and does not in any way change the decisions made by the FAA in the record of approval for the NCP dated April 2, 1990, and for Revision No. 1 dated August 14, 1992. The following measure is identified as an addition to Section III, Continuing Program.

III. Continuing Program

4. Provision for establishment of a permanent noise and flight track monitoring system. Nine (9) sites located around PHX are equipped with portable noise monitors for a period of seven to ten days four (4) times per year. These temporary monitors record noise levels and aircraft operations during this sampling period. This measure would replace the portable equipment with a permanent system and provide continuous real time noise and flight track monitoring data. (Page 5 of Revision No. 2 to Approved NCP).

Approved. This measure would enable the City of Phoenix to improve its ability to monitor the effectiveness of the approved Noise Compatibility Program and to more precisely identify land uses that are not compatible with noise levels of greater than 65 DNL. This measure would provide continuous aircraft noise and flight track data to the airport operator and the people that are affected by aircraft noise emanating from PHX. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitoring system. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds. (The FAA notes that Revision No.2 to the approved NCP does not include any such thresholds).

RECORD OF APPROVAL
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
REVISION TO APPROVED NOISE COMPATIBILITY PROGRAM

Introduction

The approved Noise Compatibility Program (NCP) prepared by the City of Phoenix, Arizona Phoenix Sky Harbor International Airport (PHX) describes the current and future noncompatible land uses based upon the parameters established in FAR 150, Airport Noise Compatibility Planning. The NCP recommended eleven (11) noise abatement measures, five (5) land use management measures and three (3) continuing program measures. These measures are summarized beginning on page 1 of the revision to the approved NCP.

The approval listed herein includes the approval of actions that the City of Phoenix recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements. This record of approval is for this revision item and does not in any way change the decisions made by the FAA in the record of approval for the NCP dated April 2, 1990. The following item is identified as an addition to Section II, Land Use Management Plan.

II. Land Use Management Plan

6. Reimbursement of approximately \$34,000,000 for land which the City of Phoenix Aviation Department previously purchased for noise abatement purposes. This measure recommends continued reimbursement for acquired land located within the West Approach Land Acquisition (WALA) area located on the west side of the airport. Page 4, of Revision to Approved NCP.

Approved. This measure will continue FAA reimbursement for land that the City of Phoenix previously acquired for noise compatibility purposes. To date, the City has received approximately \$38 million of \$72 million that is eligible for FAA reimbursement. The Airport and Airway Safety and Capacity Expansion Act of 1987 limited the continued funding of noise abatement projects to no later than June 30, 1989 unless the project was included in an approved NCP. This measure is intended to include the reimbursement for this land into the NCP for the airport. Approval of this measure does not obligate the FAA to participation until such time as the project is included into a grant agreement.

RECORD OF APPROVAL
Phoenix Sky Harbor International Airport
Noise Compatibility Program

INTRODUCTION

The Noise Compatibility Program (NCP) for Phoenix Sky Harbor International Airport (PHX), Phoenix, Arizona, describes the current and future noncompatible land uses based upon the parameters as established in Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning. The compatibility program recommends eleven (11) noise abatement measures, five (5) land use management measures and three (3) continuing program measures. These measures are summarized beginning on page 7-5 of the Noise Compatibility Plan.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purpose of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

I. NOISE COMPATIBILITY PROGRAM MEASURES:

SHORT TERM NOISE ABATEMENT MEASURES

1. Continued runway equalization of departure operations to the east and west for day and night operations. NCP Pages 7-5, 7-9, 7-10 and 7-35.

Approved. This informal runway use procedure is approved as a voluntary measure when air traffic and weather conditions permit.

2. Request airlines use FAA Advisory Circular 91-53 or equivalent replacement noise abatement departure procedures for jet air carrier aircraft. Request that low bypass ratio jet engines reduce thrust to 1.7 EPR or less. NCP Pages 7-5, 7-10, 7-11, 7-35 and 7-36.

Approved as a voluntary measure.

3. Request the use of the National Business Aircraft Association (NBAA) "close-in" or comparable departure procedures by general aviation business jet aircraft when departing all runways. NCP pages 7-5, 7-11, 7-35 and 7-36.

Approved as a voluntary measure.

4. Implement a left turn by all jets and large propeller aircraft departing Runway 26L to a heading of 245 degrees upon crossing the middle marker for Runway 8R approaches. Assign Runway 26L to aircraft using left-turning or straight-out SIDs and Runway 26R to aircraft using right-turning SIDs. NCP pages 7-5, 7-11 and 7-36.

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

5. Implement a departure route procedure that overfly the Salt River to a position one (1) mile west of the SRP VORTAC for all jets and large propeller aircraft departing Runways 8R and 8L. NCP pages 7-5, 7-11, 7-12 and 7-36.

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

6. Standardize initial departure and final approach routes for helicopter traffic at Phoenix Sky Harbor International Airport. NCP Pages 7-5, 7-12, 7-36 and 7-37.

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

7. Continue existing runup policies. NCP pages 7-5 and 7-12.

Approved. This policy prohibits engine maintenance runups between the hours of 11:00 pm and 5:00 am. This existing measure is not considered to induce an undue burden on the air commerce and would continue to provide relief from nighttime aviation noise impacts. The policy also restricts runups to the compass rose located south of Runway 8R/26L or at the America West maintenance facility. This measure also recommends that any engine runups performed at the new America West facility be directed toward the center portion of the airport away from off-airport property.

8. Encourage airlines to utilize Stage III aircraft, especially for late night departures. NCP pages 7-5, 7-8, 7-9, 7-12 and 7-37.

Approved as a voluntary measure.

9. Encourage use of established published visual approaches during VFR conditions, traffic permitting. NCP page 7-5, 7-12 and 7-13.

Approved as voluntary measure, when weather and air traffic conditions permit.

LONG TERM NOISE ABATEMENT MEASURES

The following two measures are to be implemented upon the commissioning of a proposed third parallel runway (8R/26L).

10. Implement turns by all jets and large propeller aircraft departing new Runway 26L to a heading of 245 degrees upon crossing the middle marker for Runway 8R approaches. If no middle marker is constructed, the turn location should be defined relative to the SRP VORTAC. Maintain that heading until reaching 13 DME from the SRP VORTAC. NCP pages 7-6, 7-13, 7-14, 7-37 and 7-38.

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. This measure is contingent upon the construction of the proposed third parallel runway to be constructed south of the existing Runway 8R/26L. Further study of the feasibility of this item must be done after the parallel runway is constructed, in use and its impact on operations demonstrated.

11. Implement a departure route procedure that overfly the Salt River to a position one (1) mile west of the SRP VORTAC for use by all jets and large propeller aircraft departure Runway 8R. NCP page 7-6, 7-14, 7-37 and 7-38.

No Action required at this time. This relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. This measure is contingent upon the construction of the proposed third parallel runway to be constructed south of the existing Runway 8R/26L. Further study of the feasibility of this item must be done after the parallel runway is constructed, in use and its impact on operations demonstrated.

II. LAND USE MANAGEMENT PLAN

1. Noise Overlaying Zoning. This measure would create a noise overlay zone around Phoenix Sky Harbor International delineating the 65-70 Ldn, 70-75, and the 75+ Ldn noise exposure areas to be adopted by both the cities of Phoenix and Tempe. NCP pages 7-25, 7-26, 7-38 and Exhibit 7F.

Approved. This action is within the authority of the cities of Phoenix and Tempe. The restrictive provisions of this measure will apply to new construction only.

2. Fair Disclosure Policy. This measure is divided into a formal and informal fair disclosure requirement. The formal measure requires the cities of Phoenix and Tempe to jointly seek sponsorship of new legislation to permit a local fair disclosure rule. The informal measure requires airport management and the two cities to inform the public, government officials, real estate people, and lenders about the airport and the need for land use compatibility in the area. NCP pages 7-26, 7-27, 7-31 and 7-38.

Approved. This action is within the authority of the cities of Phoenix and Tempe.

3. Comprehensive Planning. This action proposes that the cities of Phoenix and Tempe adopt the final FAR Part 150 Study as a part of their general plans. NCP pages 7-31 and 7-38.

Approved. This measure is considered to be within the authority of the cities of Phoenix and Tempe.

4. Planning Commission. This measure recommend certain guidelines to be used by planning and zoning commissions for review of proposed land uses that may not be addressed by the noise overlay zone in Land Use measure No. 1. This measure addresses the location of noise sensitive activities with respect to zoning ordinances in relation to the airport. NCP pages 7-31, 7-32, 7-38 and 7-39.

Approved. This measure will require that Land Use Measure No. 3 be adopted by the cities of Phoenix and Tempe before implementation is possible and is considered to be within the authority of the cities of Phoenix and Tempe.

5. Soundproofing of residences, schools, hospitals, nursing homes, and churches. This measure also recommends that an avigation easement and an nonsuit covenant be secured as a condition of receipt of soundproofing. NCP pages 7-32, 7-33, 7-34, 7-39 and Exhibit 7-G.

Approved. This measure applies to residences and schools located within the 65 Ldn contour. The homes targeted for sound proofing are limited to those that are structurally sound and meet all applicable building codes, and where a reasonable expectation exists, that interior noise levels of 45 Ldn can be achieved.

III. CONTINUING PROGRAM.

1. Noise Monitoring and Contour Updating. This measure recommends that the airport operator monitor noise levels using city owned equipment on a quarterly basis. Results of this monitoring would be used to determine if the noise contour maps required revision. NCP pages 7-44 and 7-45.

Approved. This action is approved for evaluation only.

2. Complaint Response. This measure would continue the monitoring and response to citizen complaints concerning aircraft noise. NCP page 7-45.

Approved. This action is within the authority of the airport operator.

3. Plan Review and Evaluation. This measure provides for the monitoring and refinement of the FAR Part 150 Plan and suggest that a complete update be initiated in 1992. This measure also suggests the publication of an annual report on the progress of the plan. NCP pages 7-45 and 7-46.

Approved. The preparation of responses to citizen noise complaints and review of the effectiveness of the plan is in within the authority of the airport operator. The costs of publication of an annual report is the responsibility of the airport operator.



Los Angeles World Airports

October 3, 2000

To All Members of the VNY Part 150 Steering Committee

Re: FAR Part 150 Noise Compatibility Program Steering Committee Meeting

LAX

Ontario

Van Nuys

Palmdale

City of Los Angeles

Richard J. Riordan,
Mayor

Board of Airport
Commissioners

John J. Agoglia
President

Patricia Mary Schnegg
Vice President

Miguel Contreras
Warren W. Valdry
Leland Wong

Lydia H. Kennard
Executive Director

Dear Committee Member:

I would like to take this opportunity to introduce myself. My name is Mark Schaffer and I have been appointed to the Board of Airport Commissioners (BOAC) by Mayor Richard Riordan. As you may know, Leland Wong has resigned from the BOAC and I have been appointed to take his place as the Chairman of the Van Nuys Part 150 Steering Committee. I look forward to working with you to process this very important project. Hopefully, there will be an early completion so that we can begin implementing the various noise mitigation measures identified.

The National Business Aviation Association (NBAA) is meeting between October 10th and October 12th. Because of this, several of the Steering Committee Members will not be able to attend the meeting as scheduled. Therefore, I am hereby changing the committee meeting currently scheduled for October 10, 2000, to Wednesday, November 8, 2000, at 7:00 p.m., in the Airtel. Enclosed for your reference is a revised agenda.

I look forward to meeting all members of the Steering Committee who have been working so effectively to make the airport and surrounding community mutually more compatible.

Sincerely,

Mark E. Schaffer
Vice President
Board of Airport Commissioners

MES:MZL:jpf

Enclosure


cc: R. Johnson



Los Angeles World Airports

Date: September 25, 2000

To: Interested Parties

From: Maurice Laham 
Program Administrator

Subject: VNY Part 150 Study

In 1992 the Board of Airport Commissioners adopted a Part 150 Airport Noise Compatibility Planning Program for Van Nuys Airport (VNY), commonly known as a Part 150 Study. A primary component of that Study is the Noise Compatibility Program (NCP), which contains mitigation measures intended to address noise impacts at the airport. Attached are 28 noise mitigation measures that were in the NCP of the VNY Part 150 Study adopted in 1992.

The attached NCP has been updated with certain word amendments and format adjustments to reflect basic changes that have occurred over the past few years, such as the Department of Airports now being referenced as the Los Angeles World Airports (LAWA). However, the substance of each measure is essentially the same in this attachment as it was in 1992.

The current VNY Part 150 Steering Committee will be considering the measures in the NCP to either reaffirm them or amend and reaffirm them. Public input is welcome during this process. Comments may be directed to LAWA's Environmental Management Division.

MZL:DQ

Attachments

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VNY PART 150
NOISE COMPATIBILITY PROGRAM
(Updated May 15, 2000 from September 15, 1992)

LAND USE:

1) ALUC Plan

Adopt an Airport Land Use Compatibility (ALUC) Plan for VNY and environs reflecting the provisions of the VNY Part 150 plan. Ongoing monitoring and implementation.

Lead Agency/Action: Los Angeles County Planning to develop plan

Reference/Analysis: Technical Committee meeting minutes of 7-13-89

Cost/Benefit: State mandated study costs; long term benefits, quantification dependent on planning variables.

Source of Funding: Los Angeles County/State of California

2) Insulation

1) Undertake and validate an acoustical insulation program and estimate representative housing types within 70 CNEL.

2) Once validated, establish eligibility for residential acoustical insulation in the greater Van Nuys Airport areas subject to impacts of 65 CNEL or greater. The initial target area will be the households within the 70 CNEL.

3) Expand eligibility program to include the 65 CNEL. If any portion of a lot lies within the 65 CNEL then it should be included. Continue acoustical insulation program until all houses impacted are insulated.

Lead Agency/Action: Los Angeles World Airports (LAWA), FAA to implement program

Reference/Analysis: Section 5 of Volume 1 of Background Appendix, Land Use Compatibility

Cost/Benefit: Approximate Cost: \$20,000,000; benefit of interior noise levels made compatible

Source of Funding: FAA, LAWA

3) Additional Development Within Impact Area

1) Adopt measures to restrict the introduction of new housing within the projected 65 CNEL, unless such property is soundproofed and an aviation easement granted in favor of the airport. Maintain and monitor General Plan over time to assure airport/community compatibility.

2) Encourage owners of undeveloped land to voluntarily develop the property consistent with State Noise Standards.

Lead Agency/Action: L. A. City Planning Dept. to initiate General Plan revision

Reference/Analysis: Steering Committee meeting minutes of 4-25-89 (Volume 2 of Background Appendix) and 12-2-91;

Technical Committee meeting minutes of 7-13-89 and 7-16-91; Section 5 of Volume 1 of Background Appendix, Land Use Compatibility.

Cost/Benefit: Planning costs indeterminable; quantification of benefits dependent on planning variables

Source of Funding: Los Angeles City Planning Department
LAWA

4) Construction and
Capital improvement

- 1) Construct airfield improvements shown on the current airport layout plan to improve safety and convenience.
- 2) Provide the means to develop neighborhood enhancement projects with a focus on noise mitigation (e.g. sound walls, landscaping).
- 3) Construct a Hush House on the airfield to suppress jet engine maintenance noise, with the location to be determined after further study.

Lead Agency/Action: LAWA to construct improvements

Reference/Analysis: Steering Committee meeting minutes of 4-25-89 (Volume 2 of Background Appendix), 12-2-91, and 12-9-91; Technical Committee meeting minutes of 7-13-89 and 7-16-91; Section 5 of Volume 1 of Background Appendix, Land Use Compatibility

Cost Benefit: Five year costs of airfield improvements \$6,500,000; Hush house approximately \$1,000,000; benefit from substantial reduction of maintenance related noise to adjacent neighborhoods

Source of funding: LAWA, FAA

HELICOPTER
OPERATIONS:

5) VNY Helicopter Policy

Formulate and adopt local plans and ordinances as necessary to regulate the establishment and operation of new helicopter landing facilities in the general area. Monitor, maintain, and adjust Plans and Ordinances over time.

Lead Agency/Action: FAA, LAWA to coordinate development

Reference/Analysis: Section 2 of Volume 1 of Background Appendix, Community Opinion Survey; Section 4 of Volume 1 of Background Appendix, Helicopter Study

Cost/Benefit: Costs dependent on extent of new facilities; primary benefit to reduce single event noise

Source of Funding: FAA, LAWA

6) Raising Burbank
Glideslope

Continue coordinated research with FAA to investigate the feasibility of raising the approach glideslope to Burbank to allow an increase of approximately 300 feet altitude for helicopter operations. Ongoing monitoring and implementation to be maintained.

Lead Agency/Action: FAA, LAWA to coordinate program

Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study

Cost/Benefit: Costs would include adjustments to ILS system and navigational aids; primary benefit to reduce single event and overflight noise

Source of Funding: FAA, LAWA

- 7) West Side Operations Investigate whether to encourage helicopter pilots operating west of VNY to increase their altitude 200 feet which may be accommodated under the existing Burbank glideslope.
- Lead Agency/Action: FAA, LAWA to coordinate program
Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study
Cost/Benefit: Costs nominal to implement; primary benefit to reduce single event and over flight noise
Source of Funding: FAA, LAWA
- 8) Helicopter Training Facility Conduct testing and research to determine whether a helicopter training facility would be appropriate on the Bull Creek Site. Such a facility would preclude the need for helicopters to leave the airport to train elsewhere. Any such facility would be limited in the number of operations allowed as determined by further study.
- Lead Agency/Action: LAWA, FAA to coordinate program
Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study
Cost/Benefit: Costs would depend upon structures and facilities necessary; primary benefit to reduce single event and overflight noise
Source of Funding: FAA, LAWA
- 9) Improve Use of Established Routes Develop a program to require helicopter operators to fly along established routes, in particular Stagg instead of Saticoy, and be encouraged to maximize operations over the least noise sensitive areas such as the industrial development to the east and the Flood Control Basin to the south.
- Lead Agency/Action: FAA, LAWA to coordinate program
Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study.
Cost/Benefit: Costs nominal to implement; primary benefit to reduce single event and overflight noise
Source of Funding: FAA, LAWA
- 10) Flood Basin Operations Analyze the feasibility of requiring the tour operator and all others, excluding emergency flights, to use the Flood Basin for arrivals or departures after 9:00 p.m., weather, traffic and tower workload permitting.
- Lead Agency/Action: FAA, LAWA to coordinate program
Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study.
Cost/Benefit: Costs nominal to implement; primary benefit to reduce single event and overflight noise
Source of Funding: FAA, LAWA
- 11) Stagg Route Operations Determine the effectiveness of an east/west helicopter flight track over industrial development between the airport and the

(former) General Motors Plant (as a beacon marker) prior to the southeast/northwest leg to and from City Hall. This route would not eliminate north/south Traffic over the San Diego Freeway, but would avoid many residents to the east and southeast of the airport. The existing Helicopter Information Chart Distributed to pilots should accurately delineate the recommended routes east of the San Diego Freeway. Also, the FAA's letter of agreement between the Van Nuys Airport (VNY) Control Tower and individual VNY helicopter operators would need to be revised to reflect any revised routes.

Lead Agency/Action: FAA, LAWA, and Helicopter Operators to coordinate program

Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study

Cost/Benefit: Costs nominal to implement; primary benefit to reduce single event and overflight noise

Source of Funding: FAA, LAWA

12) Bull Creek Route to Balboa

Investigate the feasibility of moving the Bull Creek route to the west, over Balboa Boulevard, to reduce noise over residents in the Creek area. Surface Traffic on the Balboa Boulevard route should mask some of the noise from helicopters. This recommendation should be considered, but careful evaluation is needed by local residents and pilots.

Lead Agency/Action: FAA, LAWA to coordinate program

Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study

Cost/Benefit: Costs nominal to implement; primary benefit to reduce single event and overflight noise

Source of funding: FAA, LAWA

13) Public Service Fleets

It is suggested an Ordinance be enacted that would require City-owned helicopters to maintain specified altitudes (depending on fixed-wing conflicts), except when a mission requires a lower altitude or an orbiting maneuver. Under FAA regulations, helicopters must now be at 500 feet altitude within the Van Nuys Airport Traffic Area (ATA), which extends five miles in all directions from the airport. The Ordinance would require helicopters within and outside the Van Nuys ATA to maintain sufficient altitude to not be a nuisance to local residents, particularly when they are transiting an area. The sufficient altitude would be determined during the development of the Ordinance, but at a minimum would maintain the 500 feet altitude currently flown in the ATA.

Lead Agency/Action: LAWA, City Attorneys' Office to Prepare Ordinance

Reference/Analysis: Section 4 of Volume 1 of Background Appendix, Helicopter Study

Cost/Benefit: Costs nominal to implement; primary benefit to reduce overflight noise

Source of Funding: LAWA, City of Los Angeles

14) Improved
Communications

Better communication between the airport, the FAA, helicopter operators, and residents could reduce the impact of helicopters and negative perceptions of helicopters. One such mechanism is to improve the use of the community response/complaint phone line. Residents would be encouraged to provide as much information as possible regarding helicopter infringements, increased follow-up by the airport, and more self-policing by the helicopter operators and individual pilots

Lead Agency/Action: LAWA, FAA, and helicopter operators to coordinate program

Reference/Analysis: Sections 2 and 4 of Volume 1 of Background Appendix, Community Opinion Survey and Helicopter Study

Cost/Benefit: Costs nominal; benefit to enhance the effectiveness of other helicopter measures

Source of Funding: LAWA, FAA

AIRPORT OPERATION:

15) Establish noise abatement and departure techniques for all aircraft departing VNY.

Initiate immediately. Modified or reduced noise takeoff procedures would vary according to aircraft type, size, and weight. Some aircraft might be required to fly a steeper takeoff profile while others would find it necessary to use a more shallow profile. The takeoff parameters for aircraft would be established through continuous measurement of individual aircraft noise levels using approved manufacturers or NBAA procedures.

Lead Agency/Action: FAA, LAWA to develop database, program criteria, and initiate monitoring of operations

Reference/Analysis: Steering Committee meeting minutes of 1-9-91, 11-4-91, 1-27-92, and 3-24-92; Tables #6 and 7, Cost/Benefit Analysis, of NCP Report; Impact Analyses associated with Figures 3 and 4 of NCP Report; Section 3 of Volume 1 of Background Appendix, Economic Impacts

Cost/Benefit: costs nominal if at all; benefits of up to 75% reduction in noise impacted housing

Source of Funding: LAWA, FAA, aircraft owners/Pilots

16) Adopt Scenario No. 9 of the Part 150 scenarios as the NCP, based on reduced take-off thrust power settings within safety levels for all jet departures and prohibit aircraft having Part 36 takeoff noise levels in excess of 74 dBA (excluding emergency flights), between the hours of 10:00 p.m. and 7:00 a.m.

Formally continue as soon as the Steering Committee, the Board of Airport Commissioners, and the FAA approve the Part 150 NCP.

Lead Agency/Action: FAA, LAWA to develop database, program criteria, and continue monitoring of operations

Reference/Analysis: Steering Committee meeting minutes of 1-9-91, 11-4-91, 1-27-92, 2-24-92, and 3-24-92; Tables #6 and 7, Cost/Benefit Analysis, of NCP Report; Impact Analyses associated with Figures 3 and 4 of NCP Report; Sections 1 and 3 of Volume 1 of Background Appendix, Alternative Noise Control Scenarios and Economic Impacts

Cost/Benefit: Primary cost would include lost revenue resulting from extending the curfew; benefits of up to 75% reduction in noise impacted housing

Source of Funding: LAWA, FAA, aircraft owners/pilots

- 17) Re-sign the airport at every departure point/intersection of both runways with signs that can be read both day and night that provide the following:
- 1) Please Fly Quietly
 - 2) Departing South:
No Turns Before the Flood Basin
 - 3) Departing North:
No Turns Before 1,800 MSL.

On intersection signs only, the following:

Intersection
Departures Are Not
Allowed Between
10:00 p.m. and 7:00
a.m.

- 18) Continue with the Part 150 Steering Committee to adjust planning, which is a continual process, such that additional implementation measures may be recommended over time as they prove technically and economically feasible in an effort to make the airport and community more compatible.

- 19) Noise Management Monitoring System – Establish a noise management monitoring and flight tract system with software and database that feature the ability to positively identify all aircraft.

Implement immediately with larger, clearer signs being posted at every run-up area describing recommended noise abatement procedures, including altitudes and locations at which turns should be initiated after departure, and noise sensitive areas to be avoided. Maintain over time

Lead Agency/Action: LAWA FAA; LAWA to construct signs in coordination with FAA on messages

Reference/Analysis: Technical Committee meeting minutes of 2-19-91; Steering Committee meeting minutes for 2-24-92 and 3-24-92

Cost/Benefit: Costs included in \$6,500,00 capital improvement costs; benefits dependent on Items 15 and 16

Source of Funding: LAWA, FAA

The Steering Committee will continue to act as a Review board for at least two years after the recommendations of Scenario No. 12 (the Ad Hoc Committee recommendations incorporated within Measures 15, 17, 19, 20, 22, 23, and 25) and Scenario No. 9 are fully implemented, with the understanding that the Part 150 Study would be continued.

Lead Agency/Action: LAWA to coordinate with Steering Committee

Reference/Analysis: Steering Committee meeting minutes of 3-24-92

Cost/Benefit: Nominal staffing costs; benefits of enhanced effectiveness of measures

Source of Funding: LAWA

Establish, maintain and update over time, an automated data system that will provide the following information for turbo jet and turbo fan aircraft operations (arrivals and departures):

- Aircraft "N" number sorting by types of jets,
- Aircraft Type, Owner, and Pilot
- Part 36-3F (most recent edition) listed noise departure level,
- NBAA, or aircraft manufacturer's noise abatement operation level, and
- Actual operation noise level recorded by VNY noise monitors.

Contract with an acoustical consultant to calibrate VNY noise microphones to permit accurate and consistent "real time" monitoring of noise abatement jet aircraft departures.

Install, with permission of the FAA, a radio receiver with dictaphone capabilities that will identify airport tower clearance "N" number and "real time" operation information.

Lead Agency/Action: LAWA to acquire monitoring system, coordination with FAA on installation and LAWA noise abatement officer at VNY to manage system through coordination with FAA and VNY Airport Manager.

Reference/Analysis: Steering Committee meeting minutes of 2-27-91, 2-24-92, and 3-24-92; Technical Committee meeting minutes of 7-16-91

Cost/Benefit: cost of system is estimated at \$300,000; Benefits are tied directly to action Items 15 and 16, noise abatement procedures

Source of Funding: FAA, LAWA

- 20) Establish an automated feedback system to those in the community to who complain such that residents are assured that data is kept on a daily basis, is accurate, and reliable.

Acquire ANOMS, or a similar system, that has the capability to interface with ARTS 3 data, track aircraft by altitude, provide a hard copy of individual flight information characteristics, and provide automated noise monitoring correspondence capabilities. Maintain and upgrade over time

Lead Agency/Action: LAWA to acquire monitoring system, LAWA noise abatement officer at VNY to manage system through coordination with FAA and VNY Airport Manager

Reference/Analysis: Steering Committee meeting minutes of 2-27-91, 2-24-92, and 3-24-92; Technical Committee meeting minutes of 7-16-91

Cost/Benefit: Cost of system is included in Item 19; Benefits are tied directly to action Items 15 and 16, noise abatement procedures

Source of Funding: FAA, LAWA

- 21) Establish a more formalized tenant association willing to communicate with violating pilots, to voluntarily comply with the "Fly Neighborly" programs and procedures established at Van Nuys Airport.

Lead Agency/Action: LAWA, VNY Tenant Association coordination

Reference/Analysis: Section 2 of Volume 1 of Background Appendix, Community Opinion Survey; Steering Committee meeting minutes of 2-24-92 and 3-24-92

Cost/Benefit: Minimal staff costs; benefits to enhance effectiveness of noise abatement procedures

Source of Funding: LAWA

22) Request that the FAA, a partner in this project, change its regional policy to allow local control towers to add a brief "Fly Quietly" message to its Automatic Terminal Information System (ATIS)

Provide a message on the ATIS system that states, "Due to excessive aircraft noise levels, aircraft operating at VNY should fly in a friendly manner," utilizing NBAA or manufacturer's noise abatement procedures. Maintain over time

Lead Agency/Action: FAA to implement based on input from LAWA

Reference/Analysis: Steering Committee meeting minutes of 2-24-92 and 3-24-92

Cost/Benefit: Minimal costs; benefits to enhance effectiveness of noise abatement procedures

Source of Funding: FAA

23) Continue the position of noise abatement officer as part of the Van Nuys Airport Manager's Office, who working with the Airport Security, can continually monitor jet aircraft departures, report them to the Airport Manager and the Community in terms of amount of noise generated on departure.

Develop a program to improve formal lines of communication between the FAA, the Airport, and aircraft operators on noise abatement procedures. Continue the position of a VNY Noise Abatement Office that would report directly to the Van Nuys Airport Manager, with primary responsibilities of monitoring aircraft noise events, coordinating with aircraft pilots and citizens and providing written and verbal responses to noise complaints.

Lead Agency/Action: LAWA to coordinate noise abatement office through VNY Airport Manager

Reference/Analysis: Section 2 of Volume 1 of Background Appendix, Community Opinion Survey; Technical Committee meeting minutes of 2-19-91; Steering Committee meeting minutes of 2-24-92 and 3-24-92

Cost/Benefit: Annual salary and benefits of noise abatement officer approximately \$90,000; benefit of improved communication and noise abatement management

Source of Funding: LAWA

24) Compile available information on noise abatement procedures from manufacturers, pilots, and noise offices at other GA airports to be made available to pilots operating at VNY.

Lead Agency/Action: LAWA obtain and manage data
Reference/Analysis: Technical Committee meeting minutes of 2-19-91; Steering Committee meeting Minutes of 2-24-92 and 3-24-92

Cost/Benefit: Minimal costs; benefits to enhance effectiveness of noise abatement procedures

Source of Funding: LAWA

25) Discuss with the FAA the ability to raise the glide slope for Burbank arrivals. If feasible, practical, and safe, this could raise air space over VNY by as much as 300 feet.

The Department of Airports should request the Federal Aviation Administration to conduct a study resulting in increasing the glide slope angle for Burbank Airport's Runway 7ILS approach to the maximum practicable, so that operational altitudes at VNY can be raised without conflict with Burbank Airport Traffic.

Lead Agency/Action: FAA to initiate feasibility analysis with LAWA coordination

Reference/Analysis: Steering Committee meeting minutes of 2-24-92 and 3-24-92

Cost/Benefit: Costs associated with study should be limited; benefits to include single event and cumulative noise level

reductions commensurate with amount of increase in
glideslope
Source of Funding: FAA

26) Recommend that it be a policy of the Board of Airport Commissioners to add to any future new leaseholders a requirement that they only station (base) Stage 3 aircraft at Van Nuys Airport.

New leaseholders being defined as Fixed Based Operators (FBO's) who are not currently on this airport but who wish to move onto the airport in the future. The requirement would only apply to based aircraft and not to itinerant aircraft. Based aircraft are defined as any aircraft which is parked, hangared, or tied down at VNY for more than 30 days.

Lead Agency/Action: LAWA to adopt Board Resolution
Reference/Analysis: Steering Committee meeting minutes of 4-25-89 and 3-24-92; Volume 2 of Background Appendix, Report on Public Workshop of 4-25-89; Table 6 of NCP Report, Cost/Benefit Analysis.

Cost/Benefit: Cost burden on new leaseholders would be dependent on requisite replacement of aircraft within their fleet; benefits include incremental reduction in noise impacts commensurate with rate of turnover of aircraft

Source of Funding: New tenants

27) Request the FAA to upgrade the VNY Air Traffic Control Tower from a level 3 tower to a level 4 tower.

Increased tower personnel on duty to support the recommendation that the tower be operated 24 hours a day.

Lead Agency/Action: FAA to establish upgrade
Reference/Analysis: Steering Committee meeting minutes of 3-24-92

Cost/Benefit: Cost dependent on amount of increase in manpower and associated resources; benefit of enhanced effectiveness of measures

Source of Funding: FAA

28) Recommend to the FAA that larger "N" numbers be required on aircraft.

Larger "N" numbers on aircraft, particularly on the bottom side of wings, would enhance a citizen's ability to identify an aircraft, thereby better enabling utilization of the noise complaint procedures.

Lead Agency/Action: FAA to instigate policy with coordination from aircraft owners and manufacturers

Reference/Analysis: Steering Committee meeting minutes of 3-24-92

Cost/Benefit: Costs would be significant to existing aircraft owners collectively; benefit to promote identification of errant aircraft

Source of Funding: Aircraft owners and manufacturers



Los Angeles World Airports

Date: September 21, 2000

To: VNY Part 150 Steering Committee Members

From: Maurice Laham, Project Administrator

Subject: Steering Committee Meeting for October 10, 2000

At previous Steering Committee meetings members of the Committee asked staff for information on the capacity of the airport and for a list of potential additional measures that could be added to the Noise Compatibility Program (NCP). The purpose of this memo is to provide a response to those inquiries.

With respect to aircraft operational capacity of the airport there are a number of ways this determination can be approached. In reviewing past operational levels the busiest day on record at the Federal Aviation Administration (FAA) control tower was reported to be approximately 2,400 operations. The tower chief has indicated that this figure is fairly close to capacity, and agrees that a figure of around 2,500 daily operations may represent a realistic day-to-day maximum capacity. This estimate assumes that there would be no variations in the day-to-day and day-of-week operations. Using this approach the capacity would be approximately 912,000 operations annually.

For comparison, the current daily average at VNY is 1571 aircraft operations, which equates to 573,415 annual operations. The daily tower traffic ranges from a low of 414 to a high, as indicated previously, of 2,400. The range of operations also varies significantly from year to year. Whereas, in the late 1970's the operations were over 600,000 a year, dropping to 469,000 operations in 1988 and then to approximately 577,000 operations last year (excluding 30,000 Burbank Airport related fly-overs that are reported by the VNY tower).

Following is a list of potential measures that could be added to the NCP:

- 1) Possible development of a program to provide financial assistance to residents who are interested in moving out the noise impact area. Several levels of financial assistance could be evaluated to determine which is most cost effective in helping to achieve the goal of reducing incompatible uses. Loan guarantees by LAW/FAA might be provided to residents who wish to purchase a home outside the impacted area. Voluntary purchase assurance programs within the impact area could be established with relocation assistance provided to homeowners.
- 2) Amend the NCP to investigate the feasibility of obtaining a noise monitoring system with real time capabilities. Such a system would provide for immediate feedback to pilots when they exceed established noise standards.
- 3) A system of incentives and disincentives could be established to encourage greater use of quieter aircraft and less use of noisier aircraft. Among the approaches that could be considered are:

- a) Establish a correlation between rental rates for new leases for hangar space and tie downs with the level of noise generated by the aircraft utilizing these facilities. Such a system could set rental rates according to the FAA's Advisory Circular 36 decibel levels certified for each aircraft based at VNY. Such a program would most likely require a Part 161 Study to be conducted.
 - b) Differential landing fees could be established with higher fees for the noisier aircraft and lower fees for quieter aircraft. The noise related landing fees should be based on the single event noise levels for each aircraft as listed in the most recent version of the FAA's Advisory Circular 36 to avoid discrimination. A Part 161 Study would probably be required for this type of measure.
- 4) Increasing fines can have a deterrent effect on aircraft operators who violate existing ordinances at VNY. Currently, the penalties imposed on owners or operators of those aircraft in violation of the Van Nuys Noise Abatement and Curfew Regulation were set 20 years ago as flat rates of \$750 for the first violation, \$1500 for the second violation with one year of the first one, and \$3500 for the third violation within three years of the first one. With respect to the cost of maintaining and operating an aircraft this penalty structure has a greater proportionate cost impact on those with lower operating costs than on those with higher operating costs. A Part 161 Study would most likely be required for this type of measure.
- 5) The curfew provisions currently contained in the Van Nuys Noise Abatement and Curfew Regulation could be expanded as follows:
- a) A helicopter curfew could be added to the existing Noise Control Ordinance that prohibits helicopter operations at the airport from 10 p.m. to 7a.m. the following morning, excluding emergency operations. A Part 161 Study would most likely be required.
 - b) The current curfew on jets exceeding the prescribed decibel level in the noise regulation of 74 dBA could be expanded to include the prohibition of all jets, excluding emergency operations, from operating between the hours of 10 p.m. and 7 a.m. the following morning. A Part 161 Study would most likely be required. In addition the FAA would have the authority to approve or disapprove any action that pertains to Stage 3 aircraft.
- 6) Maximum daytime noise limits for aircraft operating at the airport could be established. A Part 161 Study would most likely be required.
- 7) The existing voluntary Fly Friendly program could be made a mandatory program with penalties. A Part 161 Study would most likely be required

MZL:DQ

cc: R. Johnson
P. Depoian



Los Angeles World Airports

Date: September 20, 2000
To: VNY Part 150 Steering Committee Members
From: Maurice Laham, Project Administrator
Subject: Steering Committee Meeting *M. Laham*

The VNY Part 150 Steering Committee is scheduled to meet on Tuesday, October 10, 2000. The Noise Exposure Maps (NEMs) for the Study will be considered at that meeting. The Committee was previously sent a memo dated July 6, 2000 with five NEM's which were generated using the Federal Aviation Administration's (FAA) Integrated Noise Model (INM). The INM is occasionally updated with new factors and information to improve the accuracy of the model.

In July INM version 6.0 was used to produce the contour maps that were sent to the Committee. Since that time the FAA has come out with an INM version 6.0a, which was used to generate five new contour maps for the VNY Part 150 Study. These new maps, which are attached, were generated using the same aircraft operation levels as with the previous version. Please discard the previous maps (dated July 5, 2000) that were sent to you and only refer to the attached maps.

There will be five NEM's under review. As indicated in previous correspondence, two of these will be the official maps that are submitted to the FAA for their approval as required by the Part 150 guidelines. The remaining three maps are being included in the review to provide comparative references.

The FAA has indicated a preference to having the NEMs submitted prior to submittal of the Noise Compatibility Program (NCP) to expedite their review process. Therefore, after the Steering Committee has acted on the NEMs it is expected that they will be forwarded to the FAA while the Committee continues to consider the NCP.

Following is a brief description of each of the five NEMs:

- 1) Baseline NEM (for 1999) with noise profile adjustments taken from the Fly Friendly Program and incorporated into the FAA's Integrated Noise Model (INM), which is the primary aircraft noise simulation model required to be used in a Part 150 Study.*
- 2) Baseline NEM (for 1999) without adjustments for the Fly Friendly Program, to be used for comparative purposes.

- 3) Forecast NEM (for 2004) with noise profile adjustments from the Fly Friendly Program incorporated into the INM, and with measures from the Noise Compatibility Program (NCP) applied to the impact analysis.*
- 4) Forecast NEM (for 2004) with adjustments from the Fly Friendly Program and without NCP measures applied, to be used for comparison.
- 5) Forecast NEM (for 2004) without adjustments for Fly Friendly Program and without NCP measure applied, to be used for comparison.

*items (1) and (3) would be the formal NEM's to be submitted to the FAA in compliance with Part 150 requirements.

MZL:DQ:dq

Attachments

cc: R. Johnson
P. Depoian

T:\ENVMGT\2000\00277DQ\PCDOCS #173603 v1

Van Nuys Part 150 Land Use Analysis

1999	Noise Impact Area - VNY 1999 With Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	68.4	329	330	903	1.6	9	11	23	0	0	0	0
Multi Family	36.1	1125	62	2607	0.3	9	1	24	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Churches	0	0	0	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	104.6	1454	392	3510	1.9	18	12	47	0	0	0	0

1999	Noise Impact Area - VNY 1999 Without Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	264.1	1380	1333	3678	30.1	166	167	408	1.6	9	11	23
Multi Family	74.3	2442	178	5580	33.7	1224	63	3020	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	4.2	0	2	0	0	0	0	0	0	0	0	0
Churches	6.2	0	3	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	348.7	3822	1516	9257	63.8	1390	230	3428	1.6	9	11	23

2004	Noise Impact Area - VNY 2004 With Fly Friendly (1200 Units Insulated)											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	57.8	287	284	785	0	0	0	0	0	0	0	0
Multi Family	16.5	594	32	1413	0	0	0	0	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Churches	0	0	0	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	74.3	881	316	2198	0	0	0	0	0	0	0	0

2004	Noise Impact Area - VNY 2004 With Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	110.6	547	545	1497	2.6	12	14	31	0	0	0	0
Multi Family	48.4	1534	94	3648	3	105	8	244	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0.1	0	1	0	0	0	0	0	0	0	0	0
Churches	4.5	0	1	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	163.7	2081	641	5145	5.6	117	22	275	0	0	0	0

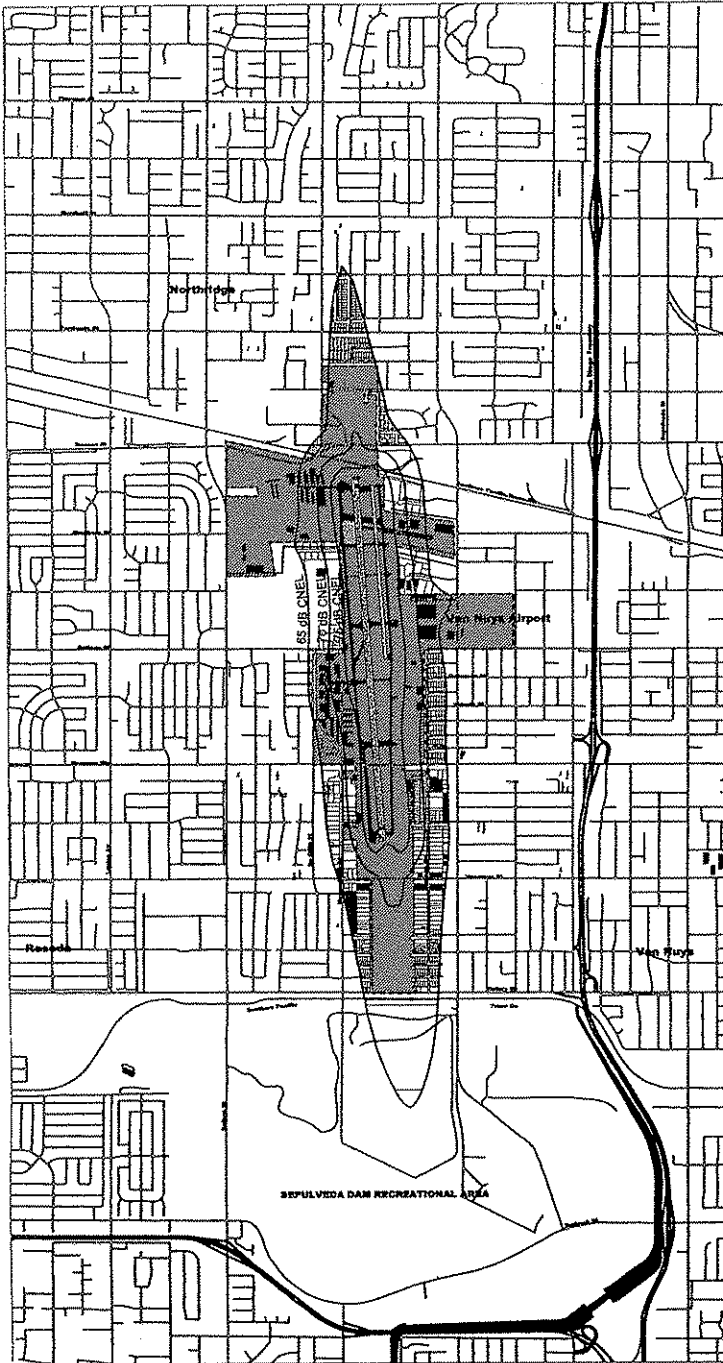
2004	Noise Impact Area - VNY 2004 Without Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	321	1675	1623	4456	42.4	222	222	567	1.6	9	11	23
Multi Family	82.3	2649	206	6073	44.4	1442	74	3343	1.5	62	4	131
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	4.2	0	2	0	0	0	0	0	0	0	0	0
Churches	6.2	0	3	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	413.7	4324	1834	10529	86.8	1664	296	3910	3.1	71	15	154



Van Nuys
Los Angeles
World Airports

1999

VNY Part 150 Existing Conditions
With Fly-Friendly Procedures



- Legend**
- Residential - Single Family within Contour
 - Residential - Multi-Family within Contour
 - Airport Property
 - Noise Contour
 - Airport Boundary
 - Freeways
 - Streets
 - Landmarks
 - Churches
 - Hospitals
 - Schools

ACCOMPANYING LAND USE

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 65, 70, and 75 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 65 and above			CNEL 70 and above			CNEL 75 and above					
	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP
S Family	68.4	329	330	303	1.6	9	11	23	0.0	0	0	0
M Family	36.1	1125	62	2607	0.3	9	1	24	0.0	0	0	0
MHI Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Hospital	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
T.L. Incom	104.6	1454	392	3510	1.9	18	12	47	0.0	0	0	0



Environmental Management Division



Airport Environmental Manager: Maurice Z. Lohm

September 25, 2000

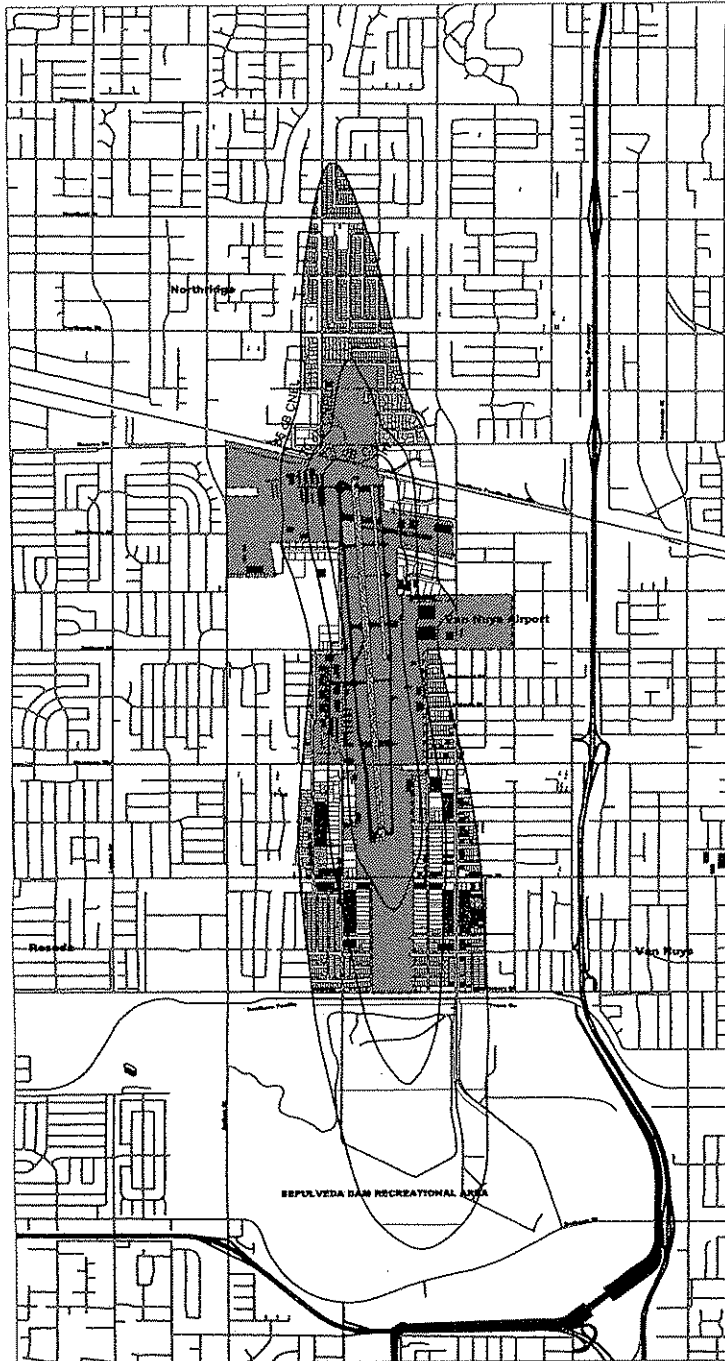




Van Nuys
Los Angeles
World Airports

1999

VNY Part 150 Existing Conditions
Without Fly-Friendly Procedures



LEGEND

- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

INCOMPATIBLE LAND USE

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 55, 70, and 75 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 55 and above				CNEL 70 and above				CNEL 75 and above			
	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP
S Family	264.1	1380	1333	3678	30.1	166	167	408	1.6	9	11	23
M Family	74.3	2442	178	5580	23.7	1224	63	3020	0.0	0	0	0
Mul Bone	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	4.2	0	2	0	0.0	0	0	0	0.0	0	0	0
Churches	6.2	0	3	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Tl. Incom	348.7	3822	1516	9257	63.8	1390	230	3428	1.6	9	11	23



Environmental Management Division



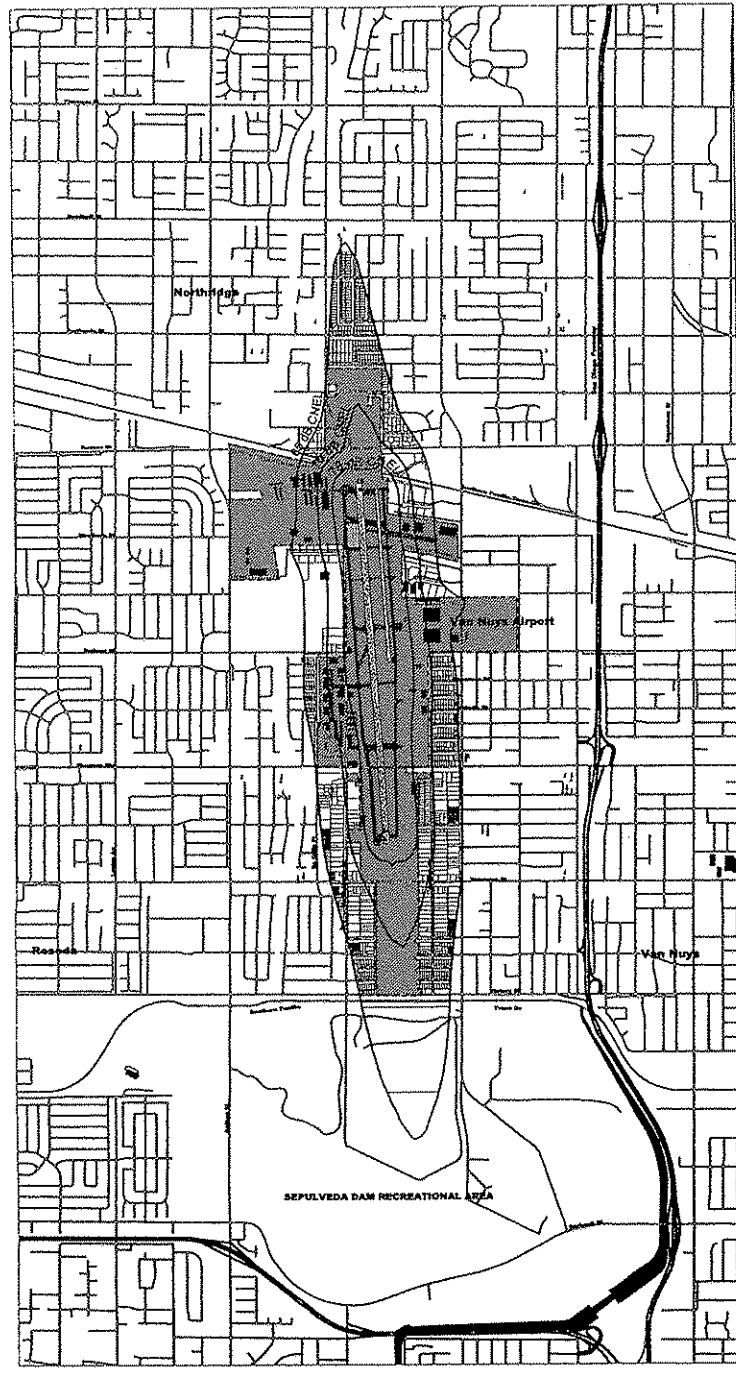
Airport Environmental Manager: Mearke Z. Laban

September 25, 2000





**VNY Part 150 Future Year Conditions
With Fly-Friendly Procedures**
(1200 Previously Incompatible Dwelling Units Shown as Compatible)



- LEGEND**
- Residential - Single Family within Contour
 - Residential - Multi-Family within Contour
 - Airport Property
 - Noise Contour
 - Airport Boundary
 - Freeways
 - Streets
 - Landmarks
 - Churches
 - Hospitals
 - Schools

INCOMPATIBLE LAND USE

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 65, 70, and 75 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 65 and above			CNEL 70 and above			CNEL 75 and above		
	ACRES	DU	PCLS	ACRES	DU	PCLS	ACRES	DU	PCLS
S Family	57.8	287	284	785	0.0	0	0	0.0	0
M Family	16.5	594	32	1413	0.0	0	0	0.0	0
Mul Home	0.0	0	0	0	0.0	0	0	0.0	0
Schools	0.0	0	0	0	0.0	0	0	0.0	0
Churches	0.0	0	0	0	0.0	0	0	0.0	0
Hospital	0.0	0	0	0	0.0	0	0	0.0	0
Tl Incom	74.3	881	316	2198	0.0	0	0.0	0	0



Environmental Management Division

Airport Environmental Manager: Mesut K. Laban



Date: September 25, 2000

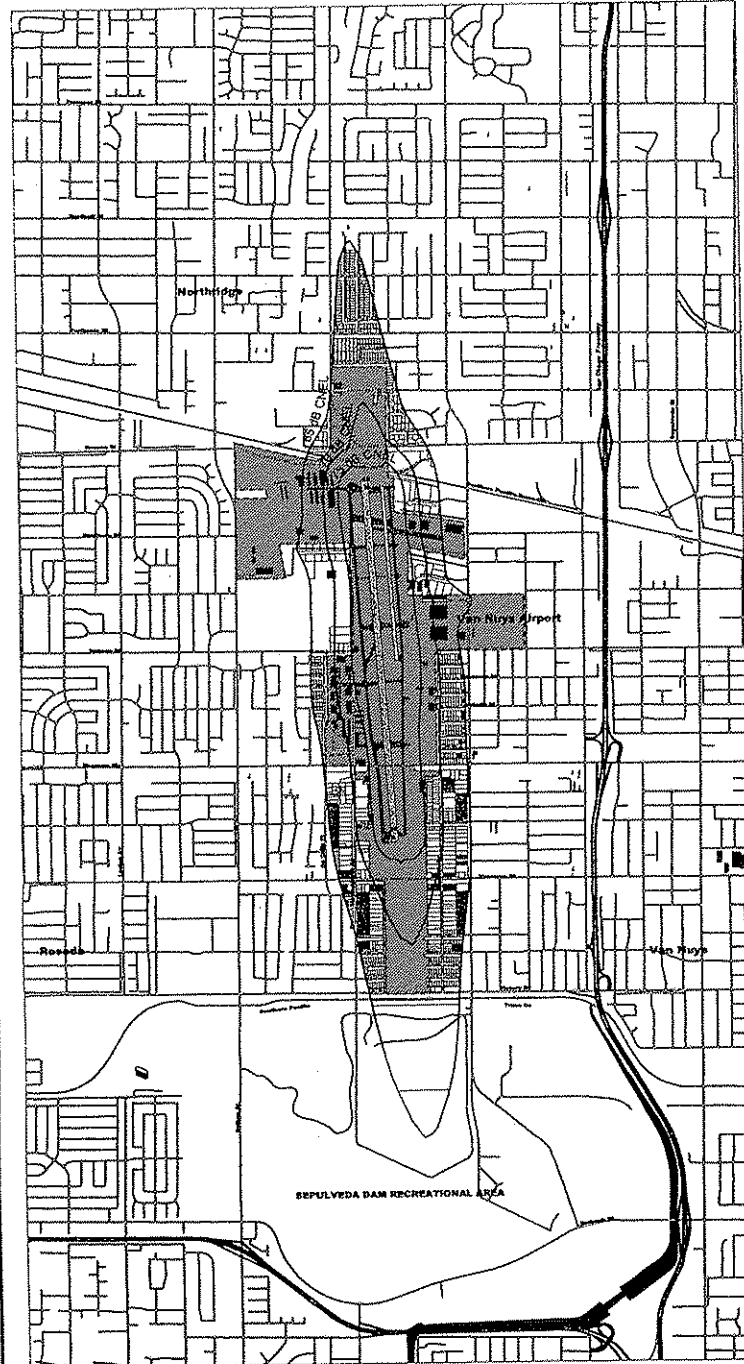




Van Nuys
Los Angeles
World Airports

2004

VNY Part 150 Future Year Conditions
With Fly-Friendly Procedures



LEGEND

- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

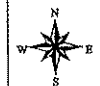
INCOMPATIBLE LAND USE

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 65, 70, and 75 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 65 and above				CNEL 70 and above				CNEL 75 and above			
	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP
S Family	110.6	547	545	1497	2.6	12	14	31	0.0	0	0	0
M Family	48.4	1534	94	3648	3.0	105	8	244	0.0	0	0	0
Mbl Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.1	0	1	0	0.0	0	0	0	0.0	0	0	0
Churches	4.5	0	1	0	0.0	0	0	0	0.0	0	0	0
Hospital	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
TL Incom	163.7	2081	641	5145	5.6	117	22	275	0.0	0	0	0



Environmental Management Division



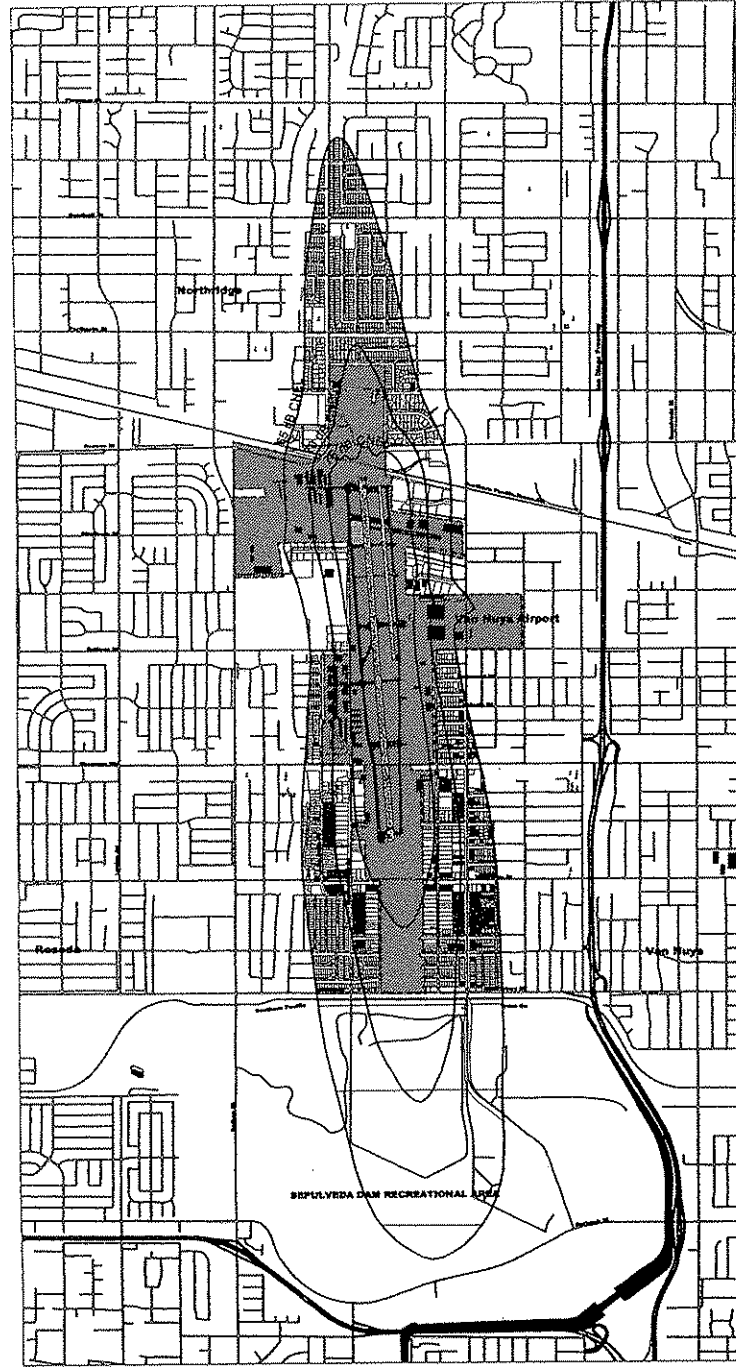
Airport Environmental Manager: Maurice Z. Laban

September 23, 2000





VNY Part 150 Future Year Conditions
Without Fly-Friendly Procedures



- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

INCOMPATIBLE LAND USE

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CNEL 65, 70, and 75 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - All Jurisdiction

Landuse	CNEL 65 and above			CNEL 70 and above			CNEL 75 and above			POP		
	ACRES	DU	FCLS	ACRES	DU	FCLS	ACRES	DU	FCLS			
S Family	321.0	1675	1623	4456	42.4	222	222	567	1.6	9	11	23
M Family	82.3	2649	206	6073	44.4	1442	74	3343	1.5	62	4	131
Mbl Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	4.2	0	2	0	0.0	0	0	0	0.0	0	0	0
Churches	6.2	0	3	0	0.0	0	0	0	0.0	0	0	0
Hospital	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
TL Incom	413.7	4324	1834	10529	86.8	1664	296	3910	3.1	71	15	154



Environmental Management Division

Airport Environmental Manager: Marilee Z. Latham



September 25, 2009





Los Angeles World Airports

August 28, 2000

Members of the Steering Committee for the
Part 150 Noise Compatibility Study at Van Nuys Airport (VNY)

The last meeting of the Part 150 Noise Compatibility Study at VNY was held on July 12, 2000. During discussion of the Noise Compatibility Program (NCP) a request was made by Steering Committee Member Gerald Silver to make specific FAA materials related to the Study available to all of the Steering Committee members. These materials included the following documents:

- FAA Advisory Circular 150/5050-4, Citizen Participation in Airport Planning, dated September 26, 1975;
- FAA Advisory Circular 150/5020-1, Noise Control and Compatibility Planning for Airports, dated August 5, 1983; and
- FAA Report No. FAA-EE-90-03, Community Involvement Manual, dated August 1990.

In addition, requests were made for copies of the Part 150 regulations promulgated by the FAA to oversee review of the Study, and an FAA overview of the Part 150 program. These materials are enclosed for your consideration.

Since the last meeting Commissioner Leland Wong has resigned from the Board of Airport Commissioners and as chairman of the VNY Part 150 Steering Committee. Mayor Riordan has appointed Mr. Lee Kanon Alpert, a resident of Northridge, to fill the vacancy created by the resignation of Mr. Wong. Mr. Alpert's appointment has been confirmed by the City Council. Mr. Mark Schaffer has also been appointed. Currently, it is not known which Commissioner will assume the Chairmanship of the VNY Part 150 Steering Committee. As soon as this determination is made a Steering Committee meeting will be scheduled.

Please refer any questions to myself or Dennis Quilliam at (310) 646-7614.

Sincerely,


Maurice Laham
Airport Environmental Manager

Enclosures

MZL:DQ:dq


cc: R. Johnson
P. Depoian

T:\ENVMGT\2000\00235DQ\PCDOCS #173099

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
Richard J. Riordan,
Mayor
Board of Airport
Commissioners
John J. Agoglia
President
Patricia Mary Schnegg
Vice President
Miguel Contreras
Warren W. Valdry
Leland Wong
Lydia H. Kennard
Executive Director



Los Angeles World Airports

Date: July 6, 2000
To: VNY Part 150 Steering Committee Members
From: Maurice Laham, Project Administrator 
Subject: Steering Committee Meeting

The VNY Part 150 Steering Committee is scheduled to meet on Wednesday, July 12, 2000 at the Airtel Plaza. An important item on the July 12th agenda is consideration of the Noise Exposure Maps (NEM). There will be five NEM's under review, copies of which are enclosed. As indicated in previous correspondence, two of these will be the official maps that are submitted to the Federal Aviation Administration for their approval as required by the Part 150 guidelines. The remaining three maps are being included in the review to provide comparative references.

Following is a brief description of each NEM:

- 1) Baseline NEM (for 1999) with noise profile adjustments taken from the Fly Friendly Program and incorporated into the FAA's Integrated Noise Model (INM), which is the primary aircraft noise simulation model required to be used in a Part 150 Study.*
- 2) Baseline NEM (for 1999) without adjustments for the Fly Friendly Program, to be used for comparative purposes.
- 3) Forecast NEM (for 2004) with noise profile adjustments from the Fly Friendly Program incorporated into the INM, and with measures from the Noise Compatibility Program (NCP) applied to the impact analysis.*
- 4) Forecast NEM (for 2004) with adjustments from the Fly Friendly Program and without NCP measures applied, to be used for comparison.
- 5) Forecast NEM (for 2004) without adjustments for Fly Friendly Program and without NCP measure applied, to be used for comparison.

*items (1) and (3) would be the formal NEM's to be submitted to the FAA in compliance with Part 150 requirements.

MZL:DQ:eb

cc: P. Depoian

Van Nuys Part 150 Land Use Analysis

1999	Noise Impact Area - VNY 1999 With Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	63.7	309	310	844	1.6	9	11	23	0	0	0	0
Multi Family	32.7	1029	62	2616	0	0	0	0	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Churches	0	0	0	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	96.4	1338	372	3459	1.6	9	11	23	0	0	0	0

1999	Noise Impact Area - VNY 1999 Without Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	258.2	1350	1303	3592	28.6	161	162	393	1.6	9	11	23
Multi Family	74.3	2442	178	5580	33.1	1196	62	3020	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	4.2	0	2	0	0	0	0	0	0	0	0	0
Churches	6.2	0	3	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	342.9	3792	1486	9171	61.7	1357	224	3413	1.6	9	11	23

2004	Noise Impact Area - VNY 2004 Without Fly Friendly (1200 Units Insulated)											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	20.8	104	104	289	0	0	0	0	0	0	0	0
Multi Family	17.6	507	21	1107	0	0	0	0	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Churches	0	0	0	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	38.4	611	125	1396	0	0	0	0	0	0	0	0

2004	Noise Impact Area - VNY 2004 With Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	82.3	403	404	1102	1.6	9	11	23	0	0	0	0
Multi Family	44.2	1408	76	3378	0.3	9	1	24	0	0	0	0
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Churches	0	0	0	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	126.5	1811	480	4479	1.9	18	12	47	0	0	0	0

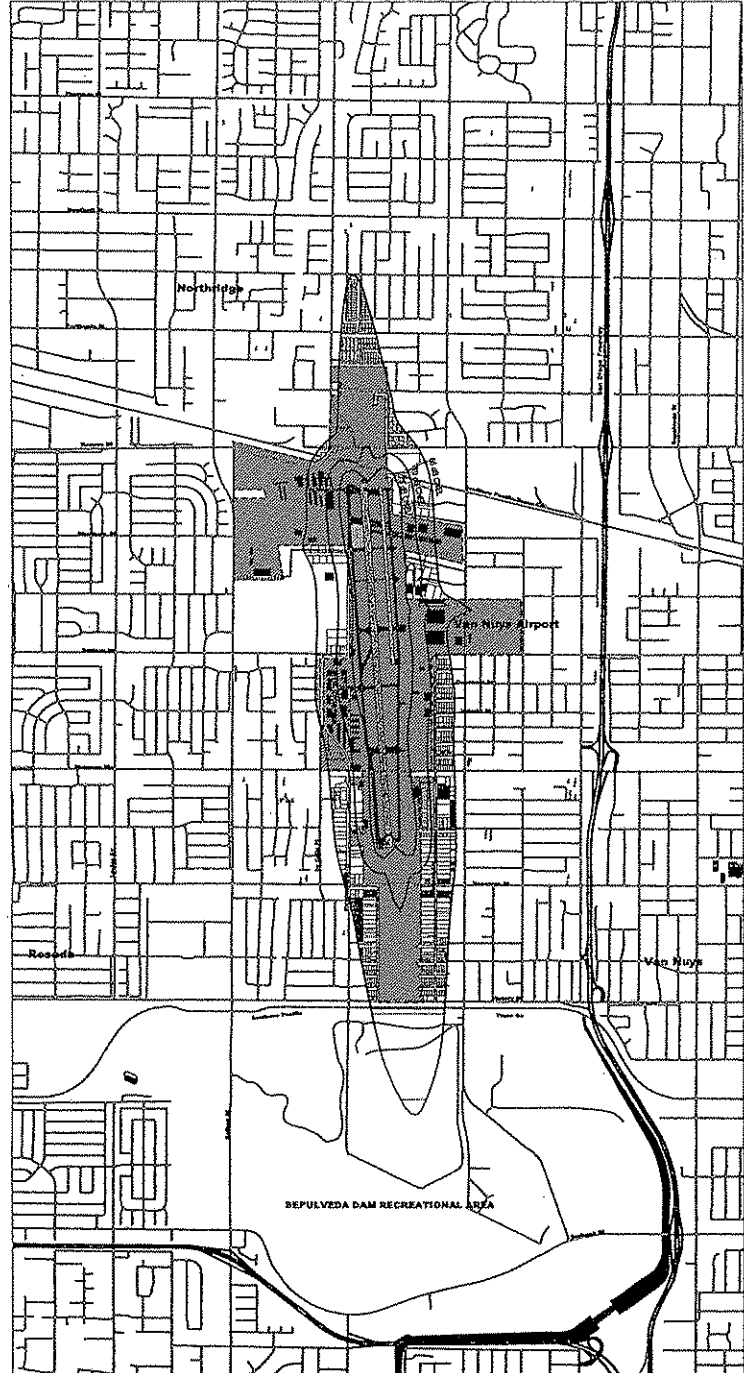
2004	Noise Impact Area - VNY 2004 Without Fly Friendly											
	CNEL 65dB and Above				CNEL 70dB and Above				CNEL 75dB and Above			
	Dwelling				Dwelling				Dwelling			
Land Use	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	295.1	1557	1504	4144	36.1	197	198	497	1.6	9	11	23
Multi Family	79	2552	193	5833	38.6	1324	68	3186	0.3	9	1	24
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Schools	4.2	0	2	0	0	0	0	0	0	0	0	0
Churches	6.2	0	3	0	0	0	0	0	0	0	0	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0
Total Incompatible	384.5	4109	1702	9977	74.7	1521	266	3683	1.9	18	12	47



Van Nuys
Los Angeles
World Airports

1999

Van Nuys Part 150 Existing Condition with Fly Friendly Procedures



- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

Van Nuys Part 150
Land Use by Jurisdiction
CNEI 55, 70, and 75 Accumulated by Noise Zone
Total Cumulative Noise Impact Areas - All Jurisdiction

Land Use	CNEI 55 and Above				CNEI 70 and Above				CNEI 75 and Above			
	ACRES	DU	PLS	POP	ACRES	DU	PLS	POP	ACRES	DU	PLS	POP
Single Family	185.7	289	110	841	0.0	0	0	0	0.0	0	0	0
M-Family	32.2	1029	62	2812	0.0	0	0	0	0.0	0	0	0
Md. Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Totals	217.9	1318	172	1123	0.0	0	0	0	0.0	0	0	0



Noise Management Bureau

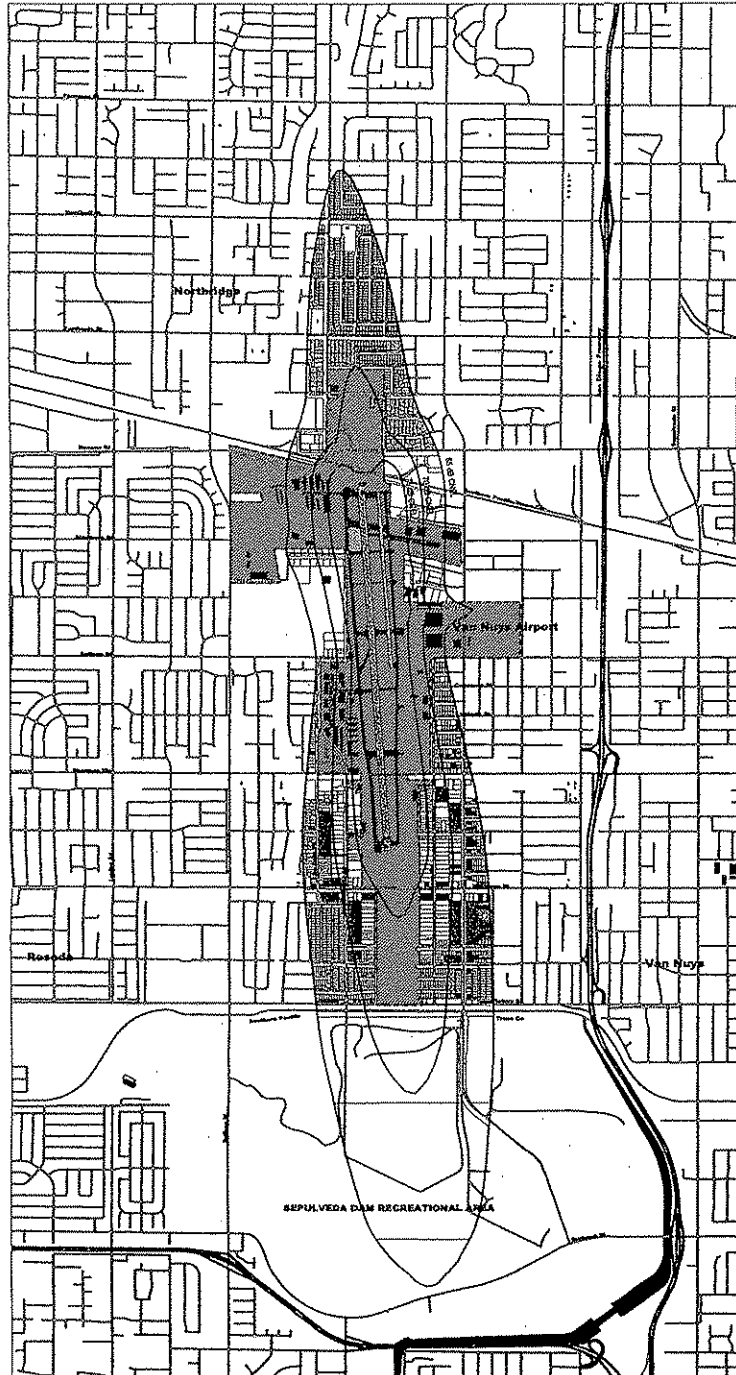


Prepared On: July 05, 2000





**Van Nuys Part 150 Existing Condition
without Fly Friendly Procedures**



LEGEND

- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CENSUS 2000 and its Accumulation by Noise Zone
Total Cumulative Noise Impact Area - All Jurisdictions

Landuse	CNEI 55 and above			CNEI 70 and above			CNEI 75 and above		
	ACRES	DU	POP	ACRES	DU	POP	ACRES	DU	POP
Family	258	1240	3592	214	1071	3263	393	1965	2983
Multi-Family	74.3	2242	1580	33.1	1196	62	3220	0.0	0
Rel Home	0.0	0	0	0.0	0	0	0.0	0	0
Churches	0.0	0	0	0.0	0	0	0.0	0	0
Colleges	0.0	0	0	0.0	0	0	0.0	0	0
Hospitals	0.0	0	0	0.0	0	0	0.0	0	0
TOTAL	332.3	3482	5172	247.1	2267	3325	3220	1965	2983



Noise Management Bureau

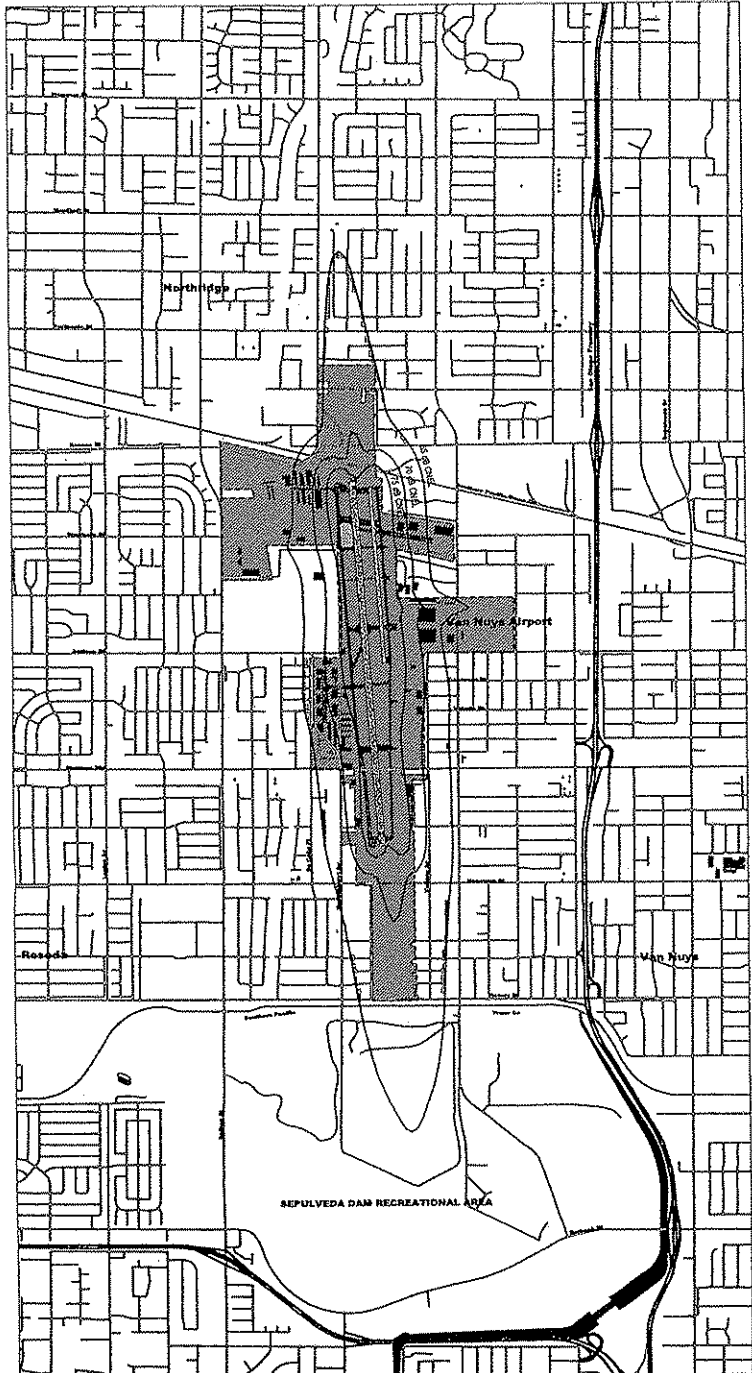




Van Nuys
Los Angeles
World Airports

2004

**Van Nuys Part 150 Future Condition
with Fly Friendly Procedures**
(1200 previously incompatible dwelling units shows as compatible)



- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

COMPATIBLE DENSITY

VAN NUYS AIRPORT
Incompatibility and Use by Jurisdiction
CNEL 65, 75, and 85 Accumulated by Noise Zones
Total Cumulative Noise Impact Areas - Air Jurisdiction

Landuse	ACRES	CNEL 65 and above			CNEL 75 and above			CNEL 85 and above		
		DU	ECU	POP	DU	ECU	POP	DU	ECU	POP
Single Family	12.6	154	118	2385	0.0	0.0	0.0	0.0	0.0	0.0
M-Family	12.6	507	24	2307	0.0	0.0	0.0	0.0	0.0	0.0
Hotels/Resort	0.0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Schools	0.0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Churches	0.0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Hospital	0.0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Total	25.2	661	122	4692	0.0	0.0	0.0	0.0	0.0	0.0



Noise Management Bureau

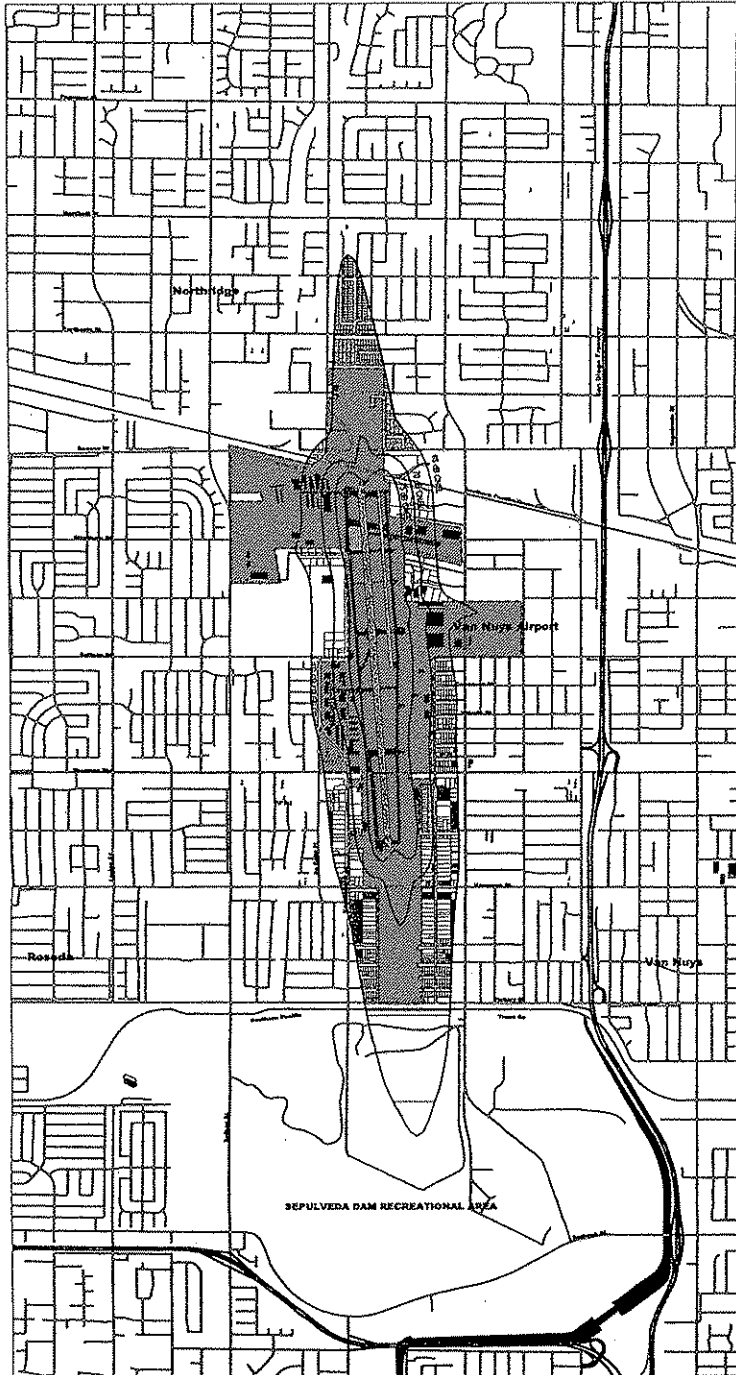


Prepared On: June 20, 2000





**Van Nuys Part 150 Future Year
with Fly Friendly Procedures**



LEGEND

- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
 - 1 Churches
 - + Hospitals
 - 2 Schools

VAN NUYS AIRPORT
Incompatible Land Use by Jurisdiction
CMBL 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150
Total Cumulative Noise Impact Areas - All Jurisdiction

Landmark	CMBL 65 and above				CMBL 70 and above				CMBL 75 and above			
	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP	ACRES	DU	PCLS	POP
Single Family	82.5	45	404	1102	1.6	9	11	13	0.0	0	0	0
Multi-Family	47	148	78	117	0.0	0	0	0	0.1	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Landmarks	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Totals	128.5	1811	480	1479	1.6	19	11	13	0.1	0	0	0

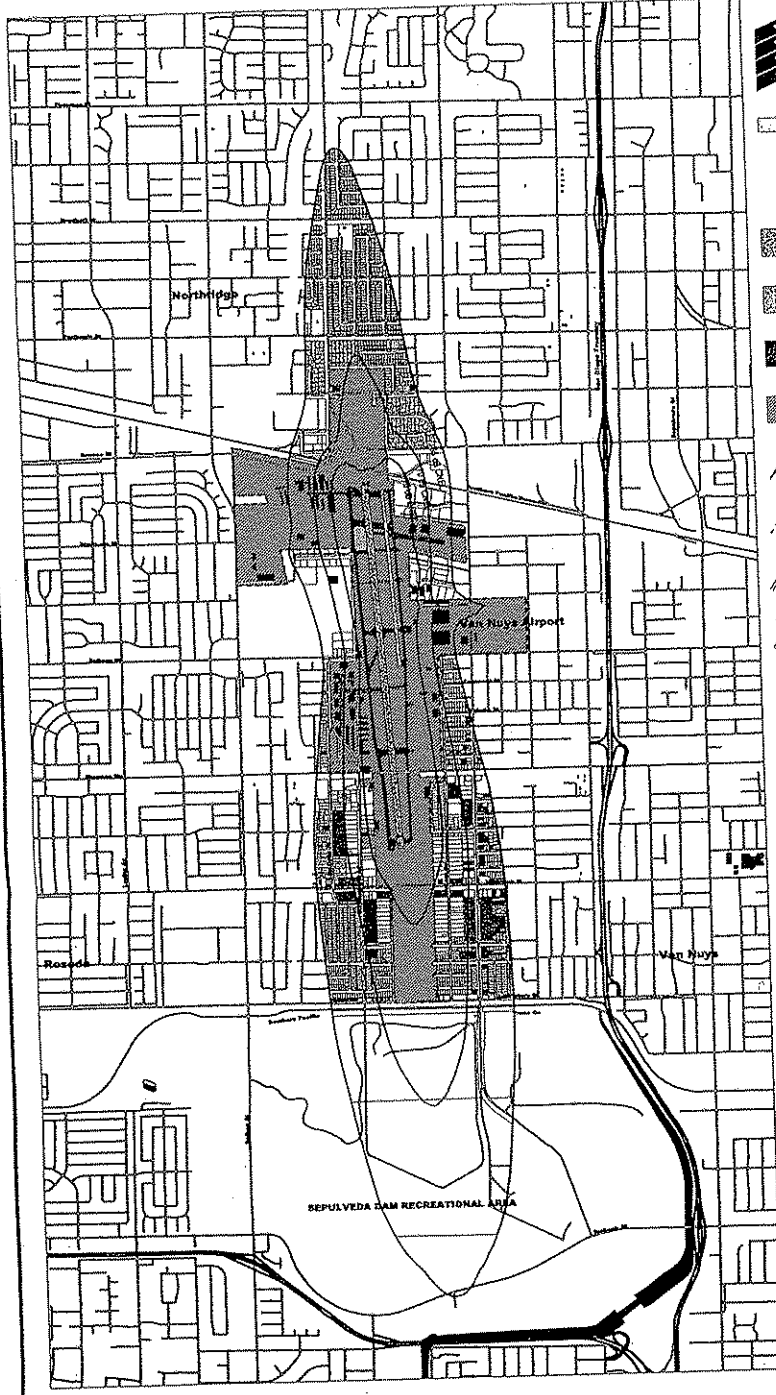


Noise Management Bureau





**Van Nuys Part 150 Future Condition
without Fly Friendly Procedures**



- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Airport Property
- Noise Contour
- Airport Boundary
- Freeways
- Streets
- Landmarks
- Churches
- Hospitals
- Schools

VAN NUYS AIRPORT
Incompatible Land Use by Population
2004 (2000) and 2010 (2000) by Decade
Van Nuys City Limits, Van Nuys Airport, All Surrounding
Area 1/2 Mile and Above

Category	2000		2010		2020		2030		2040	
	POP	ACRES	POP	ACRES	POP	ACRES	POP	ACRES	POP	ACRES
Single Family	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Multi-Family	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Churches	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Hospitals	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Schools	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
TOTAL	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100



Noise Management Bureau





MEMORANDUM

Los Angeles World Airports

Date: June 30, 2000

To: VNY Part 150 Steering Committee Members

From: Maurice Laham, Project Administrator

A handwritten signature in black ink, appearing to read 'ML', written over the name 'Maurice Laham'.

Subject: Steering Committee Meeting

The VNY Part 150 Steering Committee is scheduled to meet on Wednesday, July 12, 2000 at the Airtel Plaza. Enclosed in this package is an agenda for the meeting, minutes from the meeting held on April 24th, and correspondence from a committee member, Gerald Silver. The first items on the agenda refer to consideration of the Noise Compatibility Program (NCP) portion of the Part 150 Study. A package of materials was sent to all committee members on June 20th that describes the content and status of the individual measures in the NCP. The discussion on July 12th will primarily focus on these materials.

Another item on the July 12th agenda is consideration of the Noise Exposure Maps (NEM), which is the other primary component of the Part 150 Study. As reflected on the agenda there will be five NEM's under review. Two of these will be the official maps that are submitted to the Federal Aviation Administration for their approval as required by the Part 150 guidelines. The remaining three maps are being included in the review to provide comparative references. We had hoped to provide all five of the maps to the committee in this mailing. Unfortunately, the maps are still being refined and are not yet available. We will send them to the committee as soon as they are available, hopefully before the meeting on July 12th.

MZL:DQ:jpf

Attachments

cc: P. Depoian

T:\ENVMGT\2000\00180DQ\PCDOCS #171332



Los Angeles World Airports

June 15, 2000

Members of the Steering Committee for the
Part 150 Noise Compatibility Study at Van Nuys Airport (VNY)

Dear

The Part 150 Noise Compatibility Study at VNY was recently reinitiated with a meeting on April 24, 2000 in the Airtel Plaza Hotel. As the newly appointed Chairman of the Steering Committee, I want to take this opportunity to thank you, on behalf of the Board of Airport Commissioners, for your participation in this important endeavor to address noise concerns in the community surrounding VNY.

A fundamental objective of the Committee at this point is to amend certain elements of the Study to make it acceptable to the Federal Aviation Administration (FAA). At the meeting on the 24th, the first step was taken in that direction by adopting revised aircraft operational forecasts to be used in producing noise contours. We also discussed a number of other issues to be resolved so that we can satisfactorily resubmit the Part 150 Study to the FAA. The purpose of this letter is to apprise you of the efforts underway by city staff and the FAA to address those issues.

One of the primary areas of concern by committee members was to have a better understanding of the elements of the Noise Compatibility Program (NCP) before making any endorsement of the measures that were originally contained in that Program. To this end we have attached two items to this letter for your consideration. The first is an updated copy of the NCP that was submitted to the FAA in 1992. By updated, we mean certain word amendments and format adjustments were made to reflect basic changes that have occurred over the past few years, such as the Department of Airports now being called the Los Angeles World Airports (LAWA). However, the substance of each measure is essentially the same in this attachment as it was in 1992. The second attachment is a brief overview of the status of each measure, to reflect the various efforts that have been pursued to implement specific measures, prior to approval of the NCP.

The Committee also expressed interest in consideration of other measures, in addition to the 28 listed in the NCP. A member of the Steering Committee, Gerald Silver, provided a letter dated April 20, 2000, which suggests five possible noise mitigation measures. This letter, along with LAWA's response, was distributed at the April 24th meeting and is also attached here for your review. The following summarizes these five measures:

1. Improve the noise complaint system with greater feedback and linkage.

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Leland Wong

Lydia H. Kennard
Executive Director

2. Convert the "Fly Neighborly" program from a voluntary participation by aircraft operators to a mandatory one with citations and fines for violations.
3. Establish maximum daytime noise limits for jets with penalties.
4. Establish a nighttime curfew on all jets with emergency operations exempt.
5. Establish a nighttime curfew on helicopters with emergencies exempt.

The first suggested measure, on improving the noise complaint system, is one that LAWA is continuously pursuing. In our attempts to improve the system, we listen closely to input from the community and periodically survey other airports' procedures. Under any circumstances, we expect to continue striving toward a more effective noise complaint system.

With respect to the other four measures suggested, we have consulted with the City Attorney's Office and the FAA and concluded that their implementation would require extensive analyses to comply with provisions of the Airport Noise Capacity Act (ANCA) adopted by Congress in 1990. Under Part 161 of the Federal Aviation Regulations, which implements ANCA, any noise or access restrictions effecting Stage 2 or Stage 3 aircraft are subject to approval by the FAA based on findings that require lengthy studies. It is doubtful that such measures would be approved and implemented within the five-year horizon of the Part 150 process.

A primary objective of the Steering Committee is to expedite the approval of the Part 150 by the FAA, and the inclusion of measures requiring a Part 161 process would negate this objective. I therefore recommend that consideration of these types of measures be done outside the scope of the Part 150 Study. Federal funding for insulation or projects like the hush house to mitigate noise would thereby not be unnecessarily delayed.

The other fundamental issue to address is the generation of noise contours and associated impact analyses. In 1999, LAWA contracted with the consulting firm Landrum & Brown, who has successfully developed numerous Part 150 Studies for airports throughout the country, to make adjustments to the FAA's Integrated Noise Model (INM) that would simulate the modified in-flight procedures that are employed in the Fly Neighborly Program. Landrum & Brown recently completed a report justifying these modifications, and that report has been submitted to the FAA for review. We would like to receive FAA's approval of the methodology used in the modifications before we generate the base case and future case noise exposure maps (NEM) for the Part 150.

At the last Steering Committee meeting a motion was passed to use the adopted forecasts to prepare the noise contours for review by the Committee. We had hoped to have the next meeting within 30 days to do this. However, because of our ongoing discussions with FAA, we now expect to have the next Steering Committee meeting on July 12, 2000. We will be sending you an agenda along with the noise contours before the meeting. I look forward to seeing you then.

Please direct any comments or questions to Maurice Laham, Airport
Environmental Manager, at (310) 646-7614.

Sincerely,



Leland Wong
Board of Airport Commissioners

LW:DQ:dq

cc: P Depoian
S Birk

Enclosures

TAENVMGT2000100123DQ\PCDOCS #158018 v1



Los Angeles World Airports

April 24, 2000

Mr. Gerald A. Silver
President - Homeowners of Encino, Stop the Noise! Coalition
P. O. Box 260205
Encino, California 91426

Subject: Van Nuys Part 150 Agenda Items

Dear Mr. Silver:

Thank you for your effort that went into your letter of April 20, 2000. This communication is to provide Los Angeles World Airports' (LAWA) response to the issues raised in your letter on the above-referenced subject. A copy of your letter is attached for the benefit of those who did not receive it.

LAWA, as the proprietor of Van Nuys Airport (VNY) intends to submit an updated Part 150 Study (Study) for VNY to the Federal Aviation Administration (FAA). The Study's Steering Committee will meet on April 24 as part of the public consultation process for the Study. LAWA's goal is to receive input from the Committee on three specific items to be updated: a forecast of aviation operations, a Noise Compatibility Program (NCP), and an appropriate set of Noise Exposure Maps based on the forecast and NCP.

In your letter you suggest several issues for inclusion in the Noise Compatibility Program. Several of these that you suggest would require that an FAR Part 161 Study be completed prior to implementation: enforcement of a 12,500 weight limit policy, addition of financial penalties in the "Fly Neighborly" program, establishment of maximum daytime noise limits, increase in the scope of the nighttime curfew, and establishment of a helicopter curfew. Also, bear in mind that the FAA also must formally approve all measures that would restrict Stage 3 aircraft. It is certainly within the Committee's prerogative to consider one or more recommendations to the Board of Airport Commissioners (BOAC) that they authorize a Part 161 Study, but this would be the limit of the Committee's authority relative to your specific recommendations.

In addition to the Part 161 issues, I would like to respond to the 12,500 weight limit policy that you raised. Please keep in mind this BOAC policy

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Warren W. Valdry
Leland Wong

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Executive Director

Mr. Gerald Silver
April 24, 2000
Page No. 2

was adopted over 30 years ago and does not have the power of an Ordinance in enforcement. The BOAC may adopt subsequent policies that are functional exceptions to prior BOAC policies. An example, in this case, would be the BOAC's approval of a lease with a tenant that operates or services aircraft over 12,500 pounds. In addition, the reference to "12,500 pounds" in the existing policy dates back to a time when that weight was a regulatory limit applicable to air taxi services. The purpose of the BOAC policy was to emphasize the level of use intended at VNY by service class, and VNY's status as an airport without scheduled commercial service.

A final NCP-related matter mentioned in your letter is that of noise complaints. As you are well aware, this issue has been discussed at length at the State Noise Variance Hearings, at the Citizens Advisory Council, and in the press. Noise complaints have provided and will continue to provide valuable, informative feedback to LAWA regarding its programs. Complaints work in conjunction with other, objective criteria (e.g., the decibel level, flight path, or altitude of an aircraft) in providing LAWA staff with the tools to implement its noise programs.

We anticipate that BOAC Commissioner Leland Wong will serve as Committee Chair and that the appointment of Vice Chairs will not be necessary.

Again, thank you for the time and energy you spend in helping the airport operate more quietly. By continuing to work together, we can make the airport and community mutually more compatible.

Sincerely,



Maurice Z. Laham
Airport Environmental Manager

MZL:MA

Attachment

cc: Part 150 Committee Members
Part 150 Appointing Authorities

PCDOCS #157213 v1



Los Angeles World Airports

April 7, 2000

To All Interested Parties

Re: Van Nuys Airport Part 150 Steering Committee

LAX

Ontario

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City of Los Angeles

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Mayor

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John J. Agoglia
President

Patricia Mary Schnegg
Vice President

Miguel Contreras
Warren W. Valdry
Leland Wong

Lydia H. Kennard
Executive Director

The Los Angeles World Airports (LAWA) will reconvene the Van Nuys Airport (VNY) Part 150 Study Steering Committee (Committee) at 7 p.m. on Monday, April 24, 2000. This meeting will be held at the Airtel Plaza Hotel, 7277 Valjean Avenue in Van Nuys. The meeting will be held in the Concorde Room at the Airtel.

The VNY Part 150 Study was adopted by the Board of Airport Commissioners in October 1992 and subsequently submitted to the Federal Aviation Administration (FAA). The FAA later declined to approve the submittal on the basis that the forecasts for aircraft operations, used in the Study, were not justified. The forecasts are used to generate noise contours projected five years in the future, which are a required element of the Part 150 Study, along with a noise contour for existing conditions. Because the future noise contours establish the geographic limits for projects authorized for funding by the FAA, they are a crucial element of the program.

An example of a primary advantage of adopting a Part 150 Study is to receive federal funding for such noise mitigation programs as insulation of homes or acquisition of incompatible property. Consequently, the aircraft forecasts used to generate those future contours must be predicated on a defensible methodology. The forecasts we will be presenting to the Committee for their consideration are generated from a regression analysis that estimates a linear projection based on the actual aircraft operations over the past five years.

The FAA never began its review of the approved Noise Compatibility Program (NCP), which is another primary element of the Part 150 Study. We will be asking the Steering Committee to reaffirm its earlier position on the NCP. However, the main focus of the Committee should be to endeavor to modify the Study so that it will meet with the FAA's approval. The Committee will be co-chaired by Airports Commissioner Leland Wong and VNY Citizens Advisory Council Chairman Sandor Winger.

April 7, 2000
Page 2

As indicated the Committee is being reconvened at this time primarily to consider revised forecasts for VNY aviation operations. Based on the growth forecast and NCP, LAWA staff will prepare noise contours that illustrate present- and future-year noise estimates. To this end, there will be three items for consideration at the April 24 meeting:

- discussion of aircraft operations and their relationship to noise contour development, along with discussion of the Study's Noise Compatibility Program (NCP),
- review and adoption of aviation operation forecasts for VNY, and
- reaffirmation of NCP elements for VNY.

We have attached an agenda for your information. Please feel free to direct any questions to me, or Dennis Quilliam with LAWA's Environmental Management Bureau, at (310) 646-7614.

Sincerely,



Maurice Z. Laham
Airport Environmental Manager

MZL:MA

Attachments

cc: L. Wong
S. Winger
L. Kennard
P. Depoian
M. DiGirolamo
S. Birk
M. Albers

**FAA Approved Methodology for
Modified Noise Profiles used in INM**

Final Noise Modeling Report

For

**Van Nuys Airport
Los Angeles, California**

Prepare on behalf of

Los Angeles World Airports

**Submitted by:
Landrum & Brown**

March, 2001



Landrum & Brown

March 20, 2001

Mr. Scott Tatro
Environmental Management Bureau
Los Angeles Department of Airports
One World Way
Los Angeles, California 90045

RE: VNY Part 150 Noise Analysis – Final Report

Dear Mr. Tatro,

Landrum & Brown is pleased submit the attached report which presents our final documentation of the noise modeling work conducted for the Van Nuys FAR Part 150 update. Please note that each copy of the report contains our full submission of the modified departure profile data used in the analysis along with FAA's approval of those profiles.

As noted in the report and in our previous electronic communications, we have provided the full INM input and output files associated with this work effort. It's been a pleasure working with you and the LAWA staff on this assignment. We look forward to serving you in the future as your needs arise.

If you have any questions or need any further information please do not hesitate to contact us at your earliest convenience.

Sincerely,

LANDRUM & BROWN
Scott D. Carpenter
Senior Consultant, Environmental Planning

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Van Nuys Airport FAR Part 150 Update Noise Modeling Report

Introduction

The information presented in this report documents the efforts undertaken to develop the noise modeling for the Van Nuys Airport (VNY) FAR Part 150 Update project being conducted by Los Angeles World Airports (LAWA) staff. Noise analysis for the current conditions (1999) and for the future 5-year (2004) conditions were developed using the FAA's Integrated Noise Model (INM) version 6.0. The detailed fleet mix and operational data used for the evaluation was provided by LAWA staff and incorporated into the modeling effort.

The subsequent paragraphs provide a summary of the input data along with a description of the modeling effort. The results of the analysis are also presented in tabular form. The digital files associated with the INM modeling are included as an attachment to this report. These files provide the requisite information to facilitate graphical mapping of the resulting noise contours.

Operations and Fleet Mix

The basic operational assignment data was drawn largely from the initial 1st Quarter 1999 INM files supplied by the LAWA Noise Management Bureau. The operations files were modified to reflect local pattern traffic usage and helicopter usage information reported to us through conversations with Air Traffic Control Tower (ATCT) staff. These operations levels were finally adjusted to the levels presented in LAWA's Aircraft Operations Table for 1999 and 2004 as attached to the LAWA letter of June 26, 2000. **Exhibit A** presents a copy of the LAWA letter while **Exhibit B** presents the associated table of operational data for VNY.

Discussions with LAWA staff indicated that the pattern operations were conducted approximately 90 percent of the time by single engine aircraft. Also, VNY restricts local touch and go operations from occurring during the nighttime hours. **Table A** presents a summary of the pattern traffic distribution assigned to specific aircraft types for the 1999 and 2004 conditions.

Table A				
Average Daily Local Pattern Operations by Aircraft				
Van Nuys Airport				
1999				
Aircraft	Day	Evening	Night	Total
GASEPF	301.37	52.85	0.00	354.22
GASEPV	80.42	8.14	0.00	88.56
Total	381.78	60.99	0.00	442.77
2004				
GASEPF	339.45	59.53	0.00	398.98
GASEPV	90.58	9.17	0.00	99.74
Total	430.03	68.70	0.00	498.72

JUN. 26. 2000 2:51PM LAWA-ENV MANAGEMENT 310-646 0686

NO. 504 P. 2/3



Los Angeles World Airports

June 26, 2000

Jon Woodward
Director, Environmental Planning
Landrum & Brown
11011 King Street, Suite 108
Overland Park, Kansas 66210

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
Richard J. Riordan,
Mayor

Board of Airport
Commissioners
John J. Agoglia
President
Patricia Mary Schnegg
Vice President
Miguel Contreras
Warren W. Vaidy
Leland Wong

Lydia H. Kennard
Executive Director

Re: Operations Data for Use in the VNY Part 150 Study

Dear Mr. Woodward:

Attached to this letter are the operations figures to be used in the INM runstream that you are developing for LAWA's VNY Part 150 Study. These numbers were developed by LAWA's Noise and Environmental Management Bureaus, and have been reviewed and approved by the VNY Part 150 Steering Committee. Please proceed with development of the two sets of noise contours: two contours each for existing condition (1999) and the five-year future condition, with and without the inclusion of quiet flying procedures.

Sincerely,

for
Maurice L. Laham
Airport Environmental Manager

MZL:SMT:jpf

Attachment

T:\ENV\MGT\2000\00173\SMT\PCDOCS#150217

Exhibit A

LAWA Letter Presenting VNY Operations

Landrum & Brown
March, 2001

Van Nuys Airport - FAR Part 150 Noise Compatibility Study										
Existing (1995-1999) and Forecasted (2000-2004) Aircraft Operations										
INM Type	Annual Operations					Linear growth, w/ forecasts <0 set to 0				
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
707QN*	6	22	2	2	2	0	0	0	0	0
727Q15 (727EM1)	150	204	173	172	168	164	154	144	135	125
737300*	39	0	17	0	0	0	0	0	0	0
737400	0	0	2	0	0	20	60	100	150	200
737500*	18	0	12	0	0	0	0	0	0	0
737QN*	43	32	9	0	26	0	0	0	0	0
757PW	0	0	0	3	0	2	2	2	2	3
A320*	11	0	5	2	1	0	0	0	0	0
A7D	95	150	202	213	297	331	378	425	471	518
BAC111*	138	166	164	57	11	0	0	0	0	0
BAE146	0	0	0	2	0	1	1	1	2	2
CIT3	176	236	424	398	369	485	540	595	649	704
CL600	553	528	527	841	1,018	1,066	1,181	1,315	1,440	1,564
CNA500	1,234	1,276	1,070	1,445	2,024	1,934	2,109	2,284	2,459	2,634
DC8QN	0	1	0	0	3	2	3	3	4	4
DC9Q9 (DC93LW)	29	98	113	115	106	134	131	128	115	102
FAL20**	1,768	2,180	2,248	1,748	2,844	2,759	2,759	2,759	2,759	2,759
GIIB**	2,852	3,870	4,478	4,281	4,479	4,766	4,766	4,766	4,766	4,766
GIV	995	1,250	1,107	1,321	1,729	1,742	1,896	2,050	2,204	2,358
IA1125**	265	611	627	191	117	157	95	34	0	0
LEAR25	3,025	3,724	3,302	3,788	3,634	3,757	3,757	3,757	3,757	3,757
LEAR35	4,352	4,034	4,380	6,855	6,721	7,536	8,292	9,048	9,804	10,560
MD81	276	4	31	41	43	51	47	43	39	36
MD83*	276	0	0	2	0	0	0	0	0	0
MU3001	651	495	458	682	1,144	1,038	1,155	1,272	1,389	1,506
Jet Subtotal	17,051	18,778	19,351	22,157	24,736	25,945	27,336	28,726	30,145	31,598
BEC58P	61,993	61,042	65,740	64,182	61,099	63,217	63,352	63,487	63,622	63,757
C130	11	6	9	10	20	18	20	22	24	26
CNA441	34,331	42,686	41,856	47,786	87,340	44,135	45,247	46,359	47,470	48,582
CVR580	0	0	0	1	0	1	1	1	1	1
DC3	11	9	0	18	8	10	10	10	11	11
DHC6	6,873	6,930	7,990	6,686	9,818	9,353	9,918	10,482	11,047	11,611
GASEPF	122,266	114,094	106,694	118,808	155,409	144,754	161,853	158,953	166,053	173,153
GASEPV	63,914	63,169	71,710	65,481	63,593	66,074	66,241	66,408	66,575	66,742
HST48A	34	4	43	172	228	263	319	374	430	486
SD330	193	202	129	2,624	2,177	2,982	3,621	4,260	4,900	5,539
SF340	23	0	23	113	268	267	327	387	448	508
Prop Subtotal	289,649	288,142	294,194	305,880	329,961	331,073	340,909	350,745	360,580	370,416
Touch & Go (est.)	140,787	140,796	143,611	148,972	161,612	162,104	167,086	172,069	177,052	182,035
Helis (est.)	52,818	52,643	53,750	56,066	60,693	61,026	62,983	64,941	66,898	68,856
BUR ops (est.)	26,072	26,073	26,595	27,587	29,928	30,019	30,942	31,865	32,787	33,710
Grand Total	526,177	526,433	537,501	560,662	506,930	610,167	629,256	648,345	667,463	686,614
* Forecasted operations were set to zero because the trend analysis indicated a negative number (below zero).										
** These aircraft were set to a fixed level of operations after July 2000 as a result of the non-addition rule.										

Exhibit B

VNY Operations & Fleet Mix Table

Runway Use

In general the runway use patterns depicted in LAWA's initial 1-Q-'99 INM input file was carried for throughout the 1999 and 2004 analysis. The ATCT staff indicated that approximately 90% of all local pattern operations take place on Runway 16L-34R (with the remainder on 16R-34L). With the exception of the operations modifications occasioned by this information, the operations distribution of the 1-Q-'99 INM "ops-flt" file was generally used as provided. **Table B** presents a summary of the Runway Use assignments used for both the 1999 and 2004 conditions.

Table B				
Runway Use Percentages for 1999 and 2004				
Van Nuys Airport				
	Runway			
	16L	16R	34L	34R
Departures				
Jets	0%	80%	20%	0%
Props	17%	63%	12%	8%
Arrivals				
Jets	0.0%	82%	18%	0%
Props	17%	65%	15%	3%
Touch-n-Go's				
Props	73%	8%	2%	17%

Flight Tracks

Flight tracks used by turbojet aircraft in the 1-Q-'99 INM "ops-flt.dbf" were converted as appropriate to a series of newly defined flight tracks provided LAWA staff for turbojet aircraft, based on an assessment of radar data. The operational distributions were adjusted to the new flight tracks based on the relationship between old track locations and the new track locations. **Tables C, D, and E** present the resulting operational assignments to specific flight tracks for takeoffs, landings, and pattern flights respectively.

Table C
Takeoff Proportions by Flight Track - 1999 & 2004
Van Nuys Airport

Runway	Flight Track	Takeoffs			
		Day	Evening	Night	Total
10	THE	3.0%	0.2%	0.1%	3.3%
16L	T14L	0.1%	0.0%	0.0%	0.1%
16L	T15L	0.2%	0.0%	0.0%	0.3%
16L	T16L	0.1%	0.1%	0.0%	0.2%
16L	T17L	0.5%	0.0%	0.0%	0.5%
16L	T18L	0.9%	0.0%	0.1%	1.0%
16L	T19L	2.6%	0.1%	0.1%	2.8%
16L	T20L	4.0%	0.4%	0.3%	4.7%
16L	T21L	1.2%	0.0%	0.1%	1.3%
16L	T22L	1.3%	0.1%	0.1%	1.4%
16L	T23L	0.3%	0.0%	0.0%	0.3%
16L	T24L	0.3%	0.0%	0.0%	0.3%
16L	T25L	0.4%	0.0%	0.0%	0.4%
16L	T26L	0.1%	0.0%	0.0%	0.1%
16R	T15R	0.0%	0.0%	0.0%	0.0%
16R	T16R	0.2%	0.0%	0.0%	0.3%
16R	T17R	0.5%	0.0%	0.0%	0.6%
16R	T18R	1.0%	0.1%	0.1%	1.1%
16R	T19R	2.5%	0.2%	0.0%	2.7%
16R	T20R	21.7%	1.6%	0.9%	24.2%
16R	T21R	15.4%	0.4%	0.5%	16.4%
16R	T22R	2.7%	0.2%	0.1%	3.1%
16R	T23R	1.2%	0.2%	0.1%	1.5%
16R	T24R	0.4%	0.0%	0.0%	0.4%
16R	T25R	0.1%	0.0%	0.0%	0.1%
16R	T6RA	0.7%	0.1%	0.1%	0.8%
16R	T6RB	0.7%	0.1%	0.1%	0.8%
16R	T6RC	0.9%	0.1%	0.1%	1.0%
16R	T6RD	0.9%	0.1%	0.1%	1.0%
16R	T6RE	0.9%	0.1%	0.1%	1.0%
17	THN	1.4%	0.1%	0.1%	1.5%
17	THNW	0.6%	0.0%	0.0%	0.6%
17	THS	5.7%	0.3%	0.3%	6.3%
17	THSW	2.1%	0.1%	0.1%	2.4%
17	THW	0.4%	0.0%	0.0%	0.4%
34L	T1L	0.5%	0.2%	0.0%	0.7%
34L	T2L	0.7%	0.1%	0.1%	0.9%
34L	T3L	0.6%	0.1%	0.0%	0.7%
34L	T4L	0.4%	0.0%	0.2%	0.6%
34L	T4LA	0.0%	0.0%	0.0%	0.1%
34L	T4LB	0.4%	0.0%	0.0%	0.4%
34L	T4LC	0.5%	0.1%	0.1%	0.6%
34L	T5L	0.9%	0.0%	0.1%	1.0%
34L	T6L	1.9%	0.1%	0.1%	2.0%
34L	T7L	2.7%	0.3%	0.2%	3.1%
34L	T8L	0.6%	0.0%	0.0%	0.6%
34L	T9L	0.2%	0.0%	0.0%	0.2%
34R	T10R	0.0%	0.0%	0.0%	0.0%
34R	T12R	0.0%	0.0%	0.0%	0.0%
34R	T1R	0.1%	0.0%	0.0%	0.1%
34R	T2R	0.2%	0.0%	0.0%	0.2%
34R	T3R	0.2%	0.0%	0.1%	0.2%
34R	T4R	0.2%	0.0%	0.0%	0.2%
34R	T5R	0.2%	0.0%	0.1%	0.3%
34R	T6R	0.9%	0.0%	0.0%	0.9%
34R	T7R	1.8%	0.1%	0.1%	2.0%
34R	T8R	1.4%	0.1%	0.1%	1.7%
34R	T9R	0.3%	0.0%	0.0%	0.3%
Total		89.6%	5.8%	4.6%	100.0%

Runway	Flight Track	Landings			
		Day	Evening	Night	Total
16L	L10L	0.4%	0.0%	0.0%	0.4%
16L	L11L	0.4%	0.0%	0.0%	0.4%
16L	L12L	0.4%	0.1%	0.0%	0.5%
16L	L13L	0.2%	0.0%	0.0%	0.2%
16L	L1L	0.0%	0.0%	0.0%	0.0%
16L	L2L	0.1%	0.0%	0.0%	0.1%
16L	L3L	0.3%	0.0%	0.0%	0.3%
16L	L4L	0.1%	0.0%	0.0%	0.1%
16L	L5L	0.1%	0.0%	0.0%	0.1%
16L	L6L	0.1%	0.0%	0.0%	0.1%
16L	L7L	7.1%	1.0%	0.6%	8.6%
16L	L8L	2.1%	0.1%	0.0%	2.3%
16L	L9L	0.5%	0.0%	0.0%	0.5%
16R	L10R	0.4%	0.0%	0.0%	0.4%
16R	L11R	0.4%	0.0%	0.0%	0.4%
16R	L12R	0.2%	0.2%	0.0%	0.4%
16R	L1R	0.5%	0.2%	0.0%	0.7%
16R	L2R	1.0%	0.0%	0.1%	1.1%
16R	L3R	0.5%	0.1%	0.0%	0.6%
16R	L4R	0.3%	0.1%	0.0%	0.4%
16R	L5R	0.4%	0.1%	0.0%	0.5%
16R	L6R	2.8%	0.6%	0.1%	3.5%
16R	L7R	37.6%	5.0%	2.9%	45.4%
16R	L8R	2.1%	0.1%	0.0%	2.3%
16R	L9R	0.6%	0.1%	0.1%	0.7%
17	TAN	1.8%	0.2%	0.1%	2.1%
17	TANW	1.2%	0.1%	0.1%	1.4%
17	TAS	1.1%	0.1%	0.1%	1.3%
17	TASW	3.4%	0.4%	0.2%	4.1%
17	TAW	0.4%	0.1%	0.0%	0.5%
28	THAE	4.4%	0.6%	0.2%	5.2%
34L	L14L	0.0%	0.0%	0.0%	0.0%
34L	L18L	0.3%	0.0%	0.0%	0.3%
34L	L19L	1.1%	0.0%	0.0%	1.1%
34L	L20L	8.7%	1.5%	0.8%	11.0%
34L	L21L	0.2%	0.0%	0.0%	0.2%
34L	L22L	0.1%	0.0%	0.0%	0.1%
34L	L24L	0.0%	0.0%	0.0%	0.0%
34R	L14R	0.1%	0.0%	0.0%	0.1%
34R	L15R	0.0%	0.0%	0.0%	0.0%
34R	L17R	0.0%	0.0%	0.0%	0.0%
34R	L18R	0.1%	0.0%	0.0%	0.1%
34R	L19R	0.7%	0.0%	0.0%	0.7%
34R	L20R	1.0%	0.2%	0.1%	1.3%
34R	L21R	0.2%	0.0%	0.0%	0.2%
34R	L23R	0.0%	0.0%	0.0%	0.0%
Total		83.7%	10.8%	5.5%	100.0%

Runway	Flight Track	Pattern Flights			
		Day	Evening	Night	Total
16L	16LTGO	63.7%	9.8%	0.0%	73.4%
16R	TG6R	7.1%	1.1%	0.0%	8.2%
34L	TG4L	1.5%	0.3%	0.0%	1.8%
34R	TG4R	13.9%	2.6%	0.0%	16.6%
Total		86.2%	13.8%	0.0%	100.0%

Modifications of Aircraft Performance Information

As part of the preparation of NEMs for current and projected conditions, it was necessary to contact with the manufacturers of each of the turbojet aircraft contributing a significant amount of total noise to the contour pattern. Unfortunately, most chose not to assist in the definition of flight performance profiles that are representative of the actual procedures used at VNY. Information was, however, made available for the aircraft types that contribute most significantly to noise levels under the unmodified condition -- the Learjet 25 and 35 and the Gulfstream 2, 2B and 3 aircraft. Flight profile data for the Gulfstream noise abatement procedure was obtained from the manufacturer, while the management of Clay Lacy Aviation provided information on the Learjet procedures used at VNY. The modification of takeoff procedures to reflect the thrust reductions included in the profiles used by these aircraft results in significantly smaller noise contours than the unmodified condition. FAA requires that any modifications to the INM standard profiles be reviewed and approved by the FAA's Office of Environment and Energy in Washington D.C. Appendix A contains the profile review submittal prepared for this project along with a copy of FAA's approval letter.

Additional modification to procedural profiles include: the inclusion of a standard 5-degree approach for small general aviation aircraft on visual approach routes; definition of an IFR approach with a 3.2 degree approach slope to Runway 16R; the preparation of helicopter approach and departure profiles in accordance with the guidance provided by the INM users manual; and the inclusion of pattern tracks for training operations with variable pattern altitudes on the east and west side of the runways.

Noise Modeling Results

CNEL noise contours for the 1999 conditions were computed both with and without the modified INM profiles. Without the modified INM profiles the noise pattern includes nearly 3 square miles within the 65 CNEL contour. In contrast, the use of the quiet flying profiles show a considerable reduction in overall contour size, reducing the 65 CNEL contour to just under 1.5 square miles for the current condition. A similar relationship is found between the two cases for the 2004 conditions. **Table F** summarizes the areas within the 1999 noise contours for both the INM standard profile case and the modified profile case. Similar information is presented in **Table G** for the 2004 conditions. The resultant noise contours were provided in digital format for mapping by LAWA staff.

Table F
Acreage within 1999 Contour Levels
Van Nuys Airport

Noise Exposure Level	INM Standard Profiles	Modified INM Profiles
65-70 CNEL	991	531
70-75 CNEL	428	183
75+ CNEL	353	244
65+ CNEL	1772	958

Table G
Acreeage within 2004 Contour Levels
Van Nuys Airport

Noise Exposure Level	INM Standard Profiles	Modified INM Profiles
66-70 CNEL	1061	612
70-75 CNEL	472	241
75+ CNEL	396	282
65+ CNEL	1929	1135

Noise Measurement Comparison

Of additional interest is the comparison of the noise levels measured at the seven permanent monitor sites in the airport environs to the noise levels computed by the INM. A comparison of the measurements to the results of both INM assessments indicates a much closer correlation between the modified takeoff procedures noise levels projected for the monitor sites than that provided by the standard INM procedures. Note that the 1-Q-'99 measured noise levels are used for comparison as the historic measurements at the various sites indicate that little deviation from the previous levels would be expected.

Table H
Comparison of Measured and Computed Noise Levels
Average Daily CNEL
Van Nuys Airport

Monitor Site	First Quarter '99 Measured Level	Standard INM Profiles Level		Modified INM Profiles Level	
		INM Computed	Deviation from Msmt.	INM Computed	Deviation from Msmt.
V1	65.3	69.9	4.6	67.3	2.0
V2	63.8	68.8	5.0	65.2	1.4
V3	67.0	74.8	7.8	70.4	3.4
V4	63.6	66.9	3.3	63.3	-0.3
V5	66.2	73.2	7.0	68.0	1.8
V6	63.7	69.6	5.9	64.1	0.4
V7	65.9	71.4	5.5	66.6	0.7
Average Deviation		---	5.6	--	+1.3

Measured noise levels at the four sites most effected by takeoff activity (V1, V5, V6 and V7) are closely correlated to the computed levels of the Modified INM Profiles scenario. The sideline levels found for Sites V4 and V3 are inconsistent in that west of the airport (V4), the computed noise level is very close to the computed level, while east of the primary runway at Site V3, the computed level is 3.4 CNEL louder than measured. This may be a function of the close proximity of a number of buildings to the site. In fact, a

review of the airport layout reveals that these buildings effectively screen the microphone from all takeoffs on Runway 34L as well as the initial takeoff roll from aircraft departing Runway 16R. This shielding effect would tend to reduce the recorded levels at the site and provides some explanation of the large difference between the measured values and the INM's calculations.

Appendix A

FAA Profile Submittal And Approval



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 28 2000

Scott Carpenter
Landrum and Brown
11011 King Street, Suite 108
Overland Park, KS 66210

Dear Mr. Carpenter:

The Office of Environment and Energy has completed its review of the profiles submitted for use in the F.A.R. Part 150 Study for the Van Nuys Airport (VNY) in Los Angeles, California. This submission requests modification of the departure profiles for the Lear 25/35 and Gulfstream G-II/G-III aircraft.

Our office approves of the use of these profiles for the Part 150 study at Van Nuys Airport. However, this approval is based solely on the concurrence of the operator or manufacturer that the profiles submitted are representative of a published procedure and are based on actual flight operations. Elements of the submittal that cite noise-monitoring systems as justification for profile selection are not applicable to our review. In addition, the SEL comparisons of INM standard profiles with user-defined profiles are misleading. Specifically:

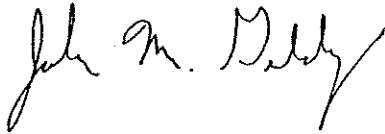
- 1) The comparisons were done at significantly different aircraft weights, which can have a large effect on SEL value, (47,000 lbs. vs. 60,000 lbs.). A comparison of the two profiles at similar aircraft weight would be more appropriate. It is expected that the quiet flying procedures will still produce significantly lower SEL values than the INM profiles, just not to the extent suggested in the analysis.
- 2) Utilization of the lower weight was justified based on noise monitored data. Noise monitored data is very sensitive to factors such as aircraft cutback, local atmospheric and local terrain. It is often unclear how the results of a monitor are representative of conditions near the monitor or positions the monitor is intended to represent. There are also issues related to how noise monitors identify and accumulate aircraft events. Our office does not regulate, nor is it in a position to verify the accuracy of, the Van Nuys noise monitored data and is therefore not in a position to accept this data as justification for utilizing the submitted procedures. Correct representation of procedure utilization is the responsibility of the consultant and should be based on interviews and confirmation from the operators.

The benefits claimed through the use of the revised procedures are much higher than those typically reviewed by our Office. It is therefore critical to insure that the submitted profiles were indeed reviewed by industry and that their use is truly reflective of actual operations.

In conclusion, the profile submissions should be limited to the accuracy of the data as it applies to INM data development criteria. This office does not routinely regulate issues of utilization, which is the responsibility of the airport sponsor and consultant.

Approval for use of these profiles is specific to the current F.A.R. Part 150 study at Van Nuys. Use of modified profiles for Federally sponsored studies either at Van Nuys or at another airport, will require a separate submission and a separate approval.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Gulding". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

John Gulding
Operations Research Analyst, Noise Division
Office of Environment and Energy



Landrum & Brown

April 25, 2000

Mr. John Gulding
Noise Division AEE-100
Office of Environment and Energy
Federal Aviation Administration
800 Independence Avenue, N.W.
Washington, D.C.

Dear Mr. Gulding:

The accompanying materials are provided in support of our development of airport-specific departure procedures to represent those actually flown by users of three business jet aircraft types at Van Nuys Airport in Los Angeles, California. They were developed for use in a Part 150 Update Study sponsored by the Los Angeles World Airports (LAWA). The package includes information developed in accordance with the FAA Profile Review Checklist provided in Appendix B of the INM Version 6.0 Users Manual.

The package includes information typical departure procedures as developed by Gulfstream Inc. and by the predominant user of Lear 2x and 3x aircraft at VNY. The profiles developed from the information were used to model each of the identified aircraft in the current and five-year CNEL noise contour analysis. Comparisons were made between the resulting INM CNEL levels and the measured annual CNEL data for each of the seven permanent noise monitoring sites around VNY. These comparisons were developed both using the INM standard profiles and using the modified user profiles. The comparison indicates that the user defined profiles are effective at reducing the INM's over-prediction of noise around VNY.

We would be pleased to discuss this submittal at your earliest convenience, since the project schedule calls for presenting the noise contours to the public within the next few months.

Thank you for your time and consideration.

Sincerely,
LANDRUM & BROWN

Scott D. Carpenter, Sr. Consultant
Environmental Services

**VAN NUYS AIRPORT
LOS ANGELES, CALIFORNIA**

FAA PROFILE REVIEW SUBMITTAL

**Modified Business Jet Departure Profiles
For a
F.A.R. Part 150 Study**

Prepared by

Landrum & Brown

April 25, 2000

INTRODUCTION

The information presented in this submittal documents the technical analysis conducted to develop alternative INM departure profiles for two general aviation jet aircraft that commonly frequent Van Nuys Airport (VNY) in Los Angeles, California. The alternative profiles were developed under the auspice of the current F.A.R. Part 150 study being conducted at VNY. The intention of the effort is to more accurately model the key Stage 2 business jet aircraft that are the major contributors to the CNEL noise levels around the airport.

The subsequent sections of this document present the technical analysis conducted to develop the alternative departure profiles. The sections are organized in accordance with the FAA Profile Review Checklist, which is presented in Appendix B of the INM 6.0 Users Guide.

SECTION 1 – Background

Los Angeles World Airports (LAWA) has recently initiated the development of an F.A.R. Part 150 Noise Compatibility Study Update for Van Nuys Airport. This effort was undertaken as an update to their previous Part 150 study that was completed in 1992.

Since the completion of the previous Part 150 study, LAWA has internally developed annual noise contour assessments for VNY in accordance with California State requirements. These efforts utilized the INM as a basis for the contours, however, the INM output was post-processed to facilitate alignment with the annual CNEL noise levels as measured at the airports seven permanent noise measurement sites. This post-processing effort to adjust the INM noise contour

output to match the measured levels is a requirement of the State of California. The results of this effort over the past 8 years have shown that the INM consistently over-predicts the CNEL values around the airport by as much as 3 to 5 dB CNEL.

Since post-processing of INM noise contours to match noise measurements is not typical in Part 150 Studies, and is generally not endorsed by FAA, it was necessary to refine the INM input for the Part 150 noise analysis so that the most accurate noise contours could be developed without the need for post-processing. This effort included the development of airport-specific departure procedures for two key stage 2 business jet aircraft that are common at VNY.

SECTION 2 – Statement of Benefit

As previously mentioned, the annual noise contour analysis developed by LAWA over the past years has shown the INM to over-predict CNEL values around VNY. In order to ensure the most accurate and consistent noise contours for the Part 150 Study it was necessary to include the most detailed information possible in the INM input. In addition to detailed fleet mix data and flight track data that was provided by the VNY noise monitoring system (including radar flight track data), it was necessary to identify the noise abatement departure procedures used by the operators at the airport.

While it wasn't practical to identify and develop specific departure procedures for each combination of aircraft type and user at the airport, the evaluation of the operations and fleet data revealed that the Stage 2 Gulfstream (G-II/G-III) and Lear 2x were key contributors to the cumulative noise exposure at the airport. Consequently, it was determined that the development of airport-specific departure procedures for those aircraft would facilitate a more accurate INM analysis, resulting in contours that more accurately reflected the long-term measurements around the airport.

For the Gulfstream aircraft the manufacturer was able to provide several specific INM departure profiles based on published Gulfstream noise abatement procedures that are typically used by operators of Gulfstream Stage 2 aircraft. These procedures were provided in the form of INM "points" profiles and were originally developed for use in a recent F.A.R. Part 150 Study at Burbank, California. **Appendix A** presents the full Gulfstream submittal for the Burbank study along with the approval letter from FAA AEE. Discussions with Gulfstream's

technical staff indicated that the profiles used for the Burbank study should be applicable for use at VNY. Given the adequate runway length at both airports (8,000' at VNY & 6,886' at BUR), the fact that they are at essentially the same elevation, and that they are located within approximately 10 miles of each other, this is a reasonable conclusion. After further research, the Gulfstream staff was able to confirm the applicability of the profiles at VNY.

Based on this confirmation, the various Gulfstream profiles were tested in the INM and SEL values were compared to measured SEL values at several of VNY's permanent noise monitoring stations. The INM values were only compared to measured values that were correlated to G-II departures from the radar flight track data. This evaluation revealed that the "Flex Procedure" (which is Gulfstream's recommended normal departure procedure) for the 47,000 Lb. G-II takeoff weight correlated best with the measured SEL values. Consequently, this profile was chosen to represent the G-II operations in the VNY noise modeling.

For the Lear2x aircraft a predominant user of this aircraft type was identified and consulted with to provide typical departure procedures for refined noise modeling. Since the user also indicated that the exact same procedure was used for the Lear 3x aircraft, and that they were responsible for the majority of Lear 3x operations at VNY, the procedure was also used to model the Lear 3x operations.

The use of these modified profiles along with the detailed fleet and flight track data resulted in the computation of INM CNEL contours for the baseline case (1999) that were within 2 dB CNEL of the measured values at all but one of the permanent noise measurement sites. This is in contrast to

the same INM run using the INM's standard profiles for the indicated aircraft which resulted in CNEL values ranging from 3 to 7 dB CNEL higher than the measured values. It should be noted that the measured values at the seven permanent noise monitor locations around VNY are based on a full year of data and the measurements are correlated with radar flight tracks so that only aircraft events are included in the CNEL computation. This reduces the risk of contamination of the measurements from other sources. It is clear that the use of these profiles for the key noise-contributor aircraft results in a more accurate noise contour analysis at VNY.

SECTION 3--Analysis Demonstrating Benefit

This section presents the results of the technical analysis conducted to determine the benefits of using the modified profiles for the noise analysis at VNY. Since only departure profiles have been developed in this effort, noise analysis of arrival operations is not included. In order to evaluate the noise effects of the modified profiles, the results of a tabular grid point analysis are presented in conjunction with graphs of the data. Also, a comparison between actual measured annual CNEL values and INM predicted CNEL values with and without the modified profiles is presented.

In accordance with the FAA Profile Review Checklist, a series of grid points were identified under the flight track at 0.5 nautical mile increments. These grid points were extended to a distance of 10 nautical miles from the start of takeoff roll. Due to the generally homogeneous nature of the residential development around VNY, it was not necessary to evaluate specific flight corridors in the vicinity of the airport. A simple straight-out flight track was evaluated as representative of the flight corridors over residential areas near the airport.

The grid point analysis presents the SEL noise levels at each of the 21 grid points identified beneath the flight track. This analysis was conducted for the INM standard profile and the alternative modified profile for each aircraft type. The following pages present the results of this analysis. A negative value in the difference column indicates that the alternative "user" profile was quieter at this location.

At the end of the section a comparison of measured versus INM computed CNEL

values is presented. A photo exhibit of the VNY airport and surrounding area has also been included to illustrate the location of the noise monitors.

Conclusion

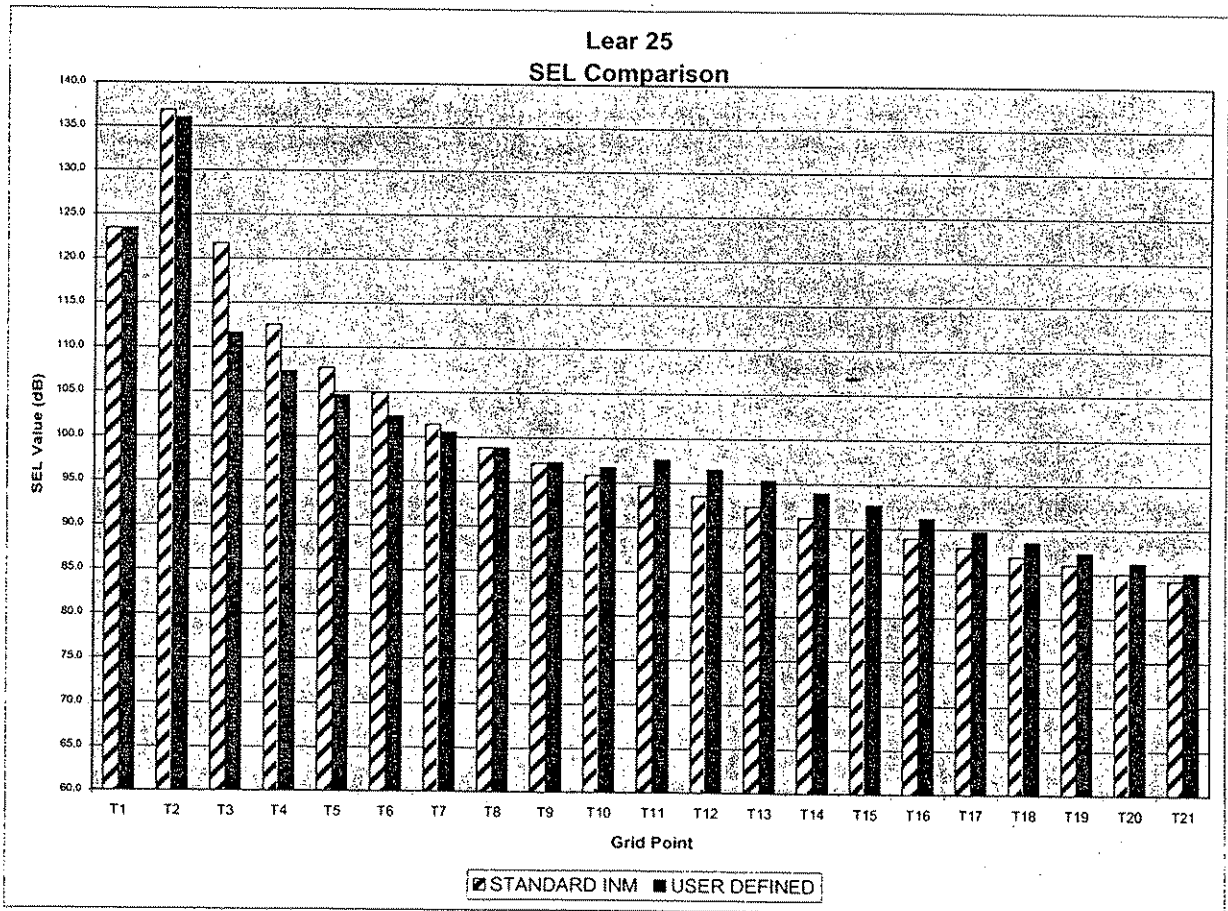
As the grid point analysis and the footprint comparisons indicate, the user profiles provide varying degrees of noise reduction to areas very near the airport. These reductions range from zero to as much as 5.2 dB for the Lear 2x aircraft. The G-II aircraft profile generated larger reductions within 4 miles of the airport ranging from 5 to 13 dB. The analysis reveals even higher reductions for all of the aircraft, however, these occur where the aircraft is still on the runway or just rotated. This phenomenon is a result of the slightly shorter takeoff rolls associated with the use of modified profiles and only occurs on the runway. While, the data does not indicate an error in the analysis, the noise benefit is not relevant to the evaluation in a practical sense.

The final table presents the analysis comparing the cumulative CNEL values computed by the INM to the measured values. As the table indicates, even with an extensive detailed fleet mix and detailed flight tracks, the INM standard profiles result in a significant over-prediction of the cumulative noise levels around VNY. The average difference between the INM predicted values and the measured values is 5.0 dB CNEL. When the user profiles are included, the results compare much more favorably with the measured values. In this case the average difference is reduced to a mere 0.8 dB CNEL with the INM within 2 dB CNEL at all but one monitor location. The comparison clearly illustrates the effectiveness of the use of the user-defined profiles in terms of reducing the over-prediction generated by the standard INM profiles.

STAGE LENGTH: 1
T/O WEIGHT: 13,500

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL

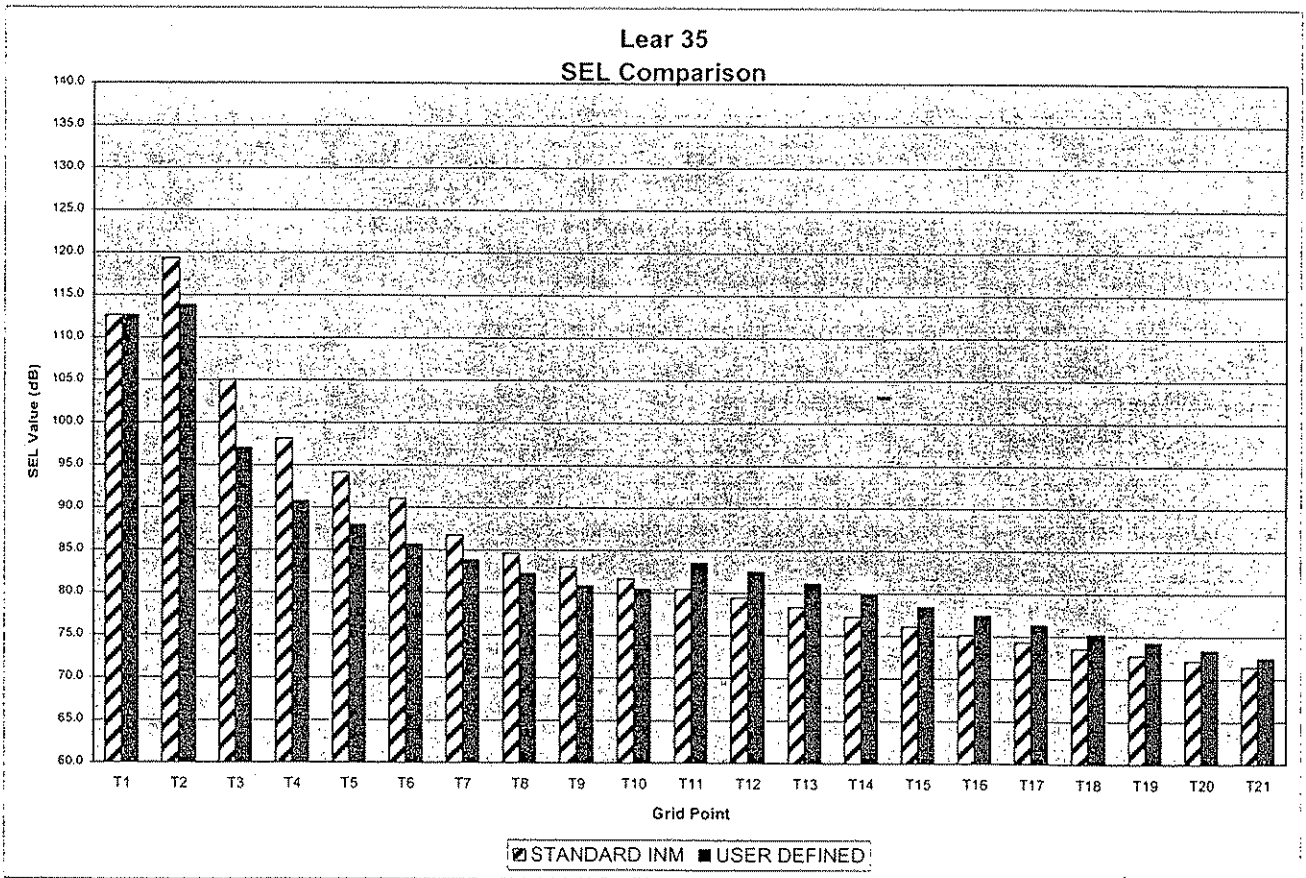
GRIDPOINT	DISTANCE (Nmi)	SEL (dB)		
		STANDARD INM PROFILE	USER DEFINED PROFILE	DIFFERENCE
T1	0.0	123.4	123.4	0.0
T2	0.5	136.8	136.0	-0.8
T3	1.0	121.7	111.6	-10.1
T4	1.5	112.5	107.3	-5.2
T5	2.0	107.7	104.6	-3.1
T6	2.5	104.9	102.3	-2.6
T7	3.0	101.4	100.5	-0.9
T8	3.5	98.8	98.8	0.0
T9	4.0	97.1	97.2	0.1
T10	4.5	95.8	96.7	0.9
T11	5.0	94.6	97.6	3.0
T12	5.5	93.5	96.5	3.0
T13	6.0	92.3	95.3	3.0
T14	6.5	91.1	93.9	2.8
T15	7.0	89.9	92.6	2.7
T16	7.5	88.9	91.1	2.2
T17	8.0	87.9	89.7	1.8
T18	8.5	86.9	88.5	1.6
T19	9.0	86.0	87.3	1.3
T20	9.5	85.0	86.2	1.2
T21	10.0	84.2	85.1	0.9



STAGE LENGTH: 1
T/O WEIGHT: 17,000

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL

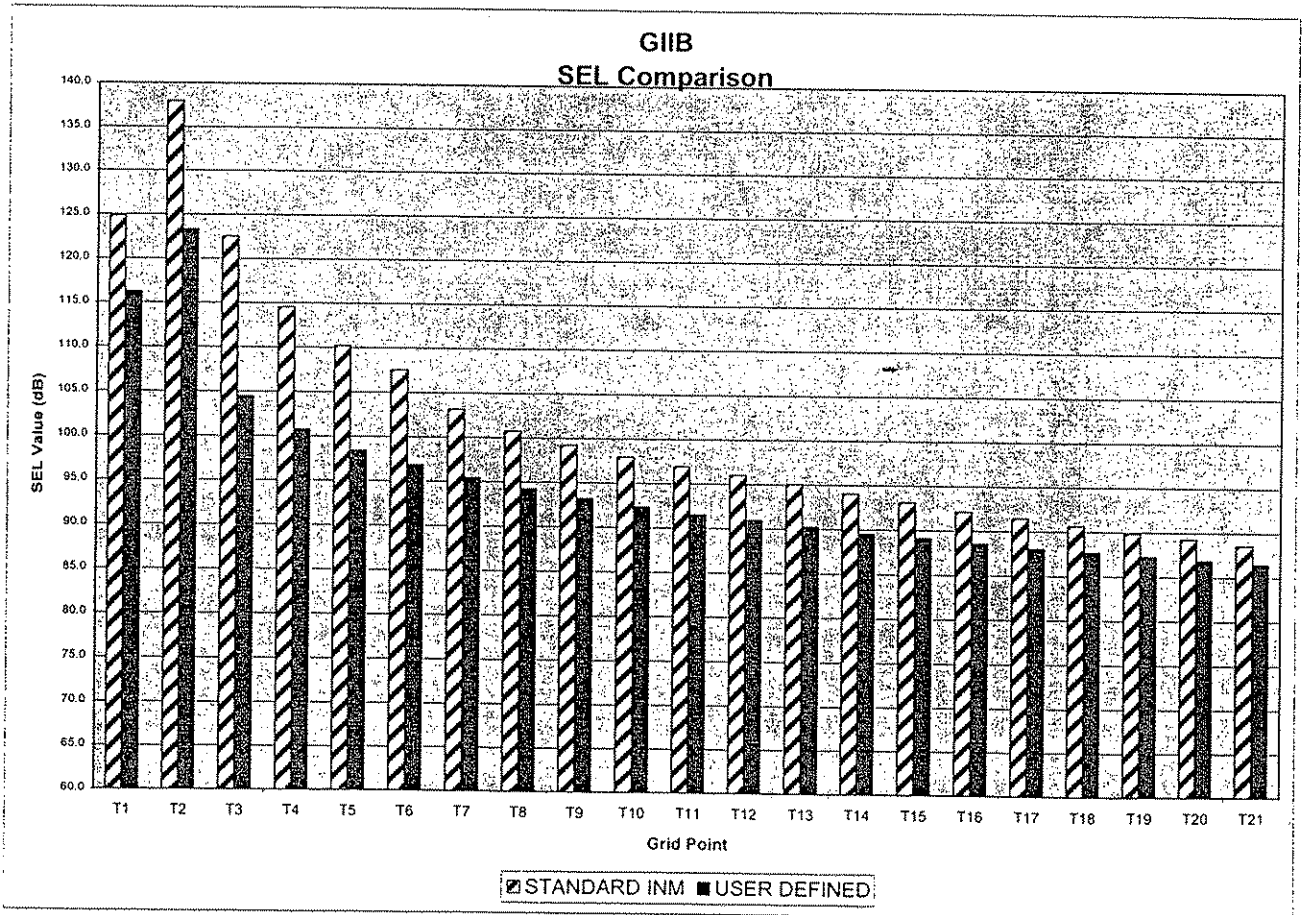
GRIDPOINT	DISTANCE (Nmi)	SEL (dB)		
		STANDARD INM PROFILE	USER DEFINED PROFILE	DIFFERENCE
T1	0.0	112.6	112.6	0.0
T2	0.5	119.3	113.8	-5.5
T3	1.0	105.0	97.0	-8.0
T4	1.5	98.1	90.7	-7.4
T5	2.0	94.1	87.9	-6.2
T6	2.5	91.0	85.6	-5.4
T7	3.0	86.7	83.8	-2.9
T8	3.5	84.6	82.2	-2.4
T9	4.0	83.0	80.8	-2.2
T10	4.5	81.6	80.4	-1.2
T11	5.0	80.4	83.5	3.1
T12	5.5	79.4	82.5	3.1
T13	6.0	78.3	81.1	2.8
T14	6.5	77.2	79.8	2.6
T15	7.0	76.1	78.4	2.3
T16	7.5	75.1	77.4	2.3
T17	8.0	74.3	76.3	2.0
T18	8.5	73.5	75.2	1.7
T19	9.0	72.7	74.2	1.5
T20	9.5	72.1	73.3	1.2
T21	10.0	71.4	72.4	1.0



STAGE LENGTH: 1
T/O WEIGHT: 47,000

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL

GRIDPOINT	DISTANCE (Nmi)	SEL (dB)		
		STANDARD INM PROFILE	USER DEFINED PROFILE	DIFFERENCE
T1	0.0	124.8	116.2	-8.6
T2	0.5	137.9	123.3	-14.6
T3	1.0	122.5	104.4	-18.1
T4	1.5	114.5	100.7	-13.8
T5	2.0	110.2	98.4	-11.8
T6	2.5	107.5	96.8	-10.7
T7	3.0	103.1	95.4	-7.7
T8	3.5	100.7	94.2	-6.5
T9	4.0	99.2	93.2	-6.0
T10	4.5	97.9	92.3	-5.6
T11	5.0	96.9	91.5	-5.4
T12	5.5	96.0	90.9	-5.1
T13	6.0	95.0	90.2	-4.8
T14	6.5	94.0	89.5	-4.5
T15	7.0	93.1	89.1	-4.0
T16	7.5	92.1	88.5	-3.6
T17	8.0	91.4	88.0	-3.4
T18	8.5	90.6	87.6	-3.0
T19	9.0	89.8	87.2	-2.6
T20	9.5	89.2	86.8	-2.4
T21	10.0	88.5	86.4	-2.1



CNEL MEASUREMENT COMPARISON

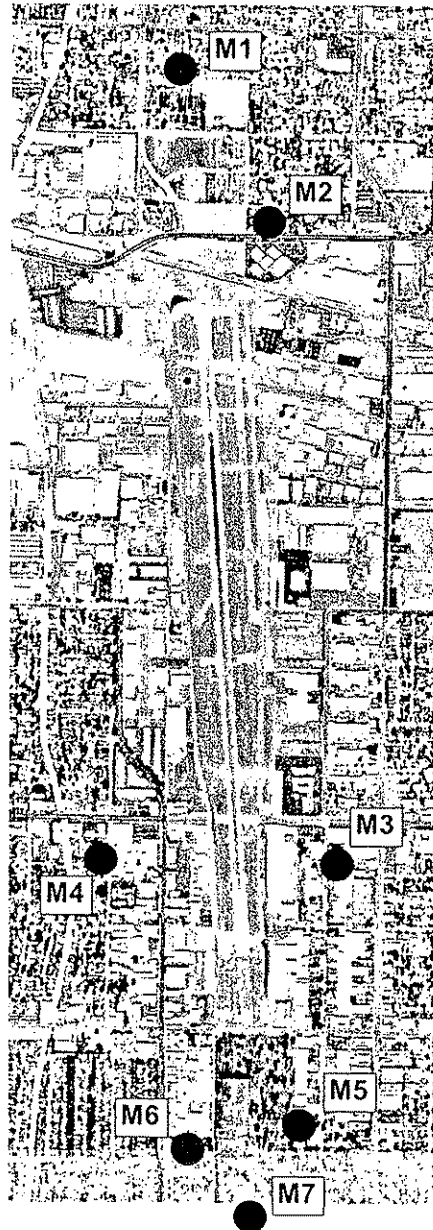
STAGE LENGTH: N/A
 T/O WEIGHT: N/A

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
 AIRPORT: VNY
 TEMPERATURE: 60
 ELEVATION: 799' MSL

MEASUREMENT SITE	*MEASURED CNEL	INM STANDARD PROFILES		INM USER DEFINED PROFILES	
		STANDARD PROFILE CNEL	DIFFERENCE INM - MSMT.	USER DEFINED PROFILE CNEL	DIFFERENCE INM - MSMT.
M1	65.3	69.4	4.1	66.4	1.1
M2	63.8	68.9	5.1	65.6	1.8
**M3	67.0	74.8	7.8	70.8	3.8
M4	63.6	66.7	3.1	63.2	0.4
M5	66.2	73.1	6.9	68.0	1.8
M6	63.7	69.3	5.6	63.9	0.2
M7	65.9	71.0	5.1	66.1	0.2
		AVERAGE DIFFERENCE	5.0		0.8

* Based on 12 months of measurements.
 ** Monitor 3 is located in a position where it is shielded from 3 sides from line-of-sight to the runway. Consequently, screening effects reduce the noise exposure at site 3 for most takeoff operations.

VNY NOISE MONITOR LOCATIONS



SECTION 4-Concurrence on Aircraft Performance

As required in the FAA Profile Review Checklist, this section presents evidence that indicates that the procedures used as a basis for the development of the modified INM profiles are in fact reasonable representations of the actual procedures flown by the operators of each aircraft type at VNY.

The development of the Gulfstream profile was based on discussions with the acoustics staff at the Flight Sciences Department at Gulfstream. As previously indicated, the Gulfstream profile used for this analysis is the same as one of the Gulfstream profiles previously approved for the recent F.A.R. Part 150 study at Burbank, California. Enclosed in this section is a letter from Gulfstream confirming the application of the Burbank profiles for use at the nearby Van Nuys Airport. **Appendix B** includes a full copy of Gulfstreams submittal for this effort.

The analysis of the fleet mix/operations revealed that a single operator, Clay Lacy Aviation, was responsible for the majority of the Lear 2x aircraft operations at the airport. As a result, the Director of Flight Operations was consulted to identify the typical departure procedure for the Lear 2x aircraft. As previously indicated, this discussion revealed that the same procedure was used for the Lear 3x aircraft. A summary of the Clay Lacy procedure was developed which included our resulting interpretation of the procedure into INM format. The Director of Flight Operations at Clay Lacy reviewed and signed the summary as documentation of concurrence for this submittal.

The remaining pages of this section present copies of the documentation of concurrence on aircraft performance. A

summary of the Clay Lacy procedure is included along with a signature of concurrence from the Director of Flight Operations. Also included is a letter from Gulfstream confirming the applicability of their profile at VNY.

Van Nuys Lear 2x/3x Departure Profile Analysis
Van Nuys Airport Part 150 Study Update

3/24/00

The FAA's Office of Environment and Energy requires the submission and approval of documentation supporting the use of any alternative aircraft profiles used in INM noise modeling for F.A.R. Part 150 Noise Studies. The "Profile Review Checklist" includes a section identified as "Concurrence on Aircraft Performance". This section indicates that satisfactory verification of aircraft performance can be achieved through either of the following:

1. "A description of the performance characteristics of the aircraft, such as a profile description copied from a flight manual."
- or
2. "A statement by the operator or manufacturer certifying that the proposed profile falls within reasonable bounds of the aircraft's performance for the modeled airport location."

In order to facilitate a comparison of the procedures and our interpretations, a summary of the procedures is provided below. The attached page presents both a tabular and graphical representation of the INM profile.

Clay Lacy Procedure Description	INM Procedure Description
Takeoff with Max Power (100% from book) with flaps @ 8-10	Takeoff with Max Takeoff Power and Flaps 20. (INM won't compute profile for flaps 10 procedure)
Accelerate/Climb to 160 kts (about V ₂ +30/40). They are shooting for 160 kts by between the end of Rwy and Vanowen Street. They are typically at about 1300' - 1800' MSL by this point.	Climb to 500 feet AGL at Max Takeoff Power
Reduce power to about 90% RPM's or about 50% thrust. (Maybe slightly more for Lear3x aircraft)	Gradually reduce power while accelerating to 160 Kts at cutback thrust of 1,800 -1,400 Lbs. Initiate flap retraction.
Climb at about 1000 ft/min at reduced thrust to 3500' MSL.	Climb at reduced power (1,400 Lbs.) to 3,000' AGL (3,800' MSL)
Clean up, set climb thrust, and accelerate to 250 Kts.	Flaps-0, Set Climb power and accelerate to 250 Kts
Climb on to enroute altitude.	Climb out at climb power.'

Van Nuys Lear 2x/3x Departure Profile Analysis

Van Nuys Airport Part 150 Study Update

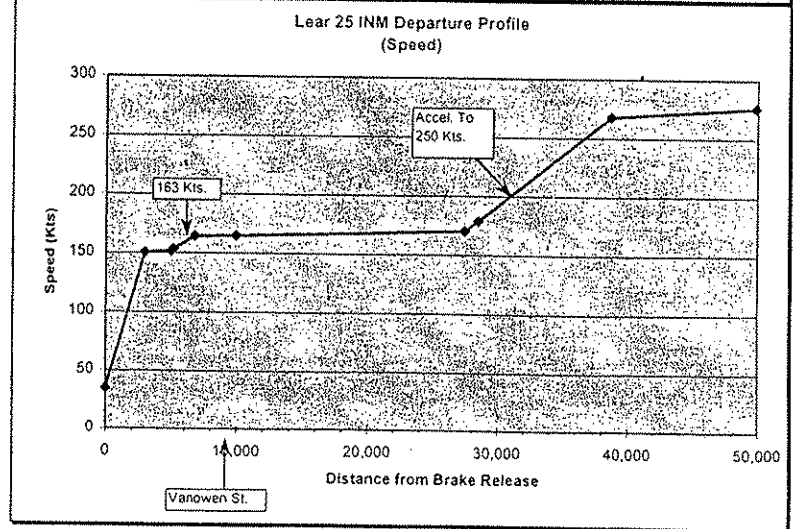
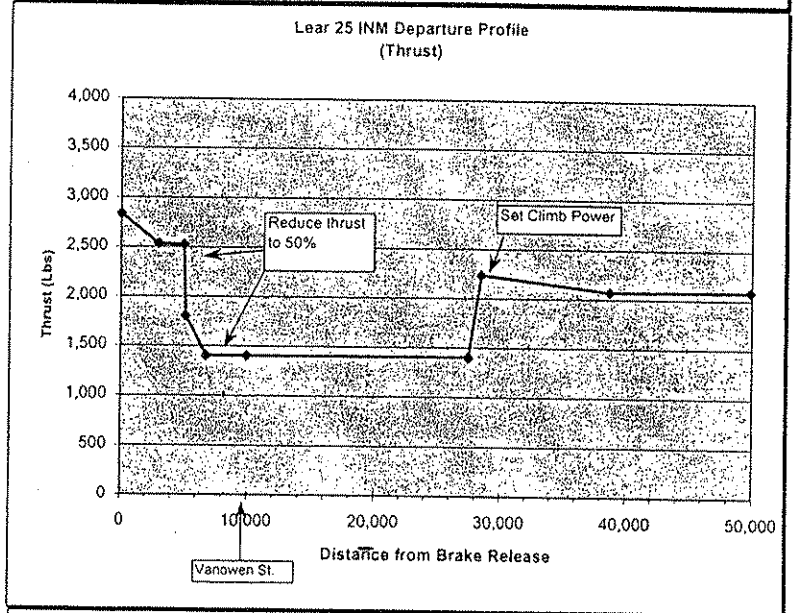
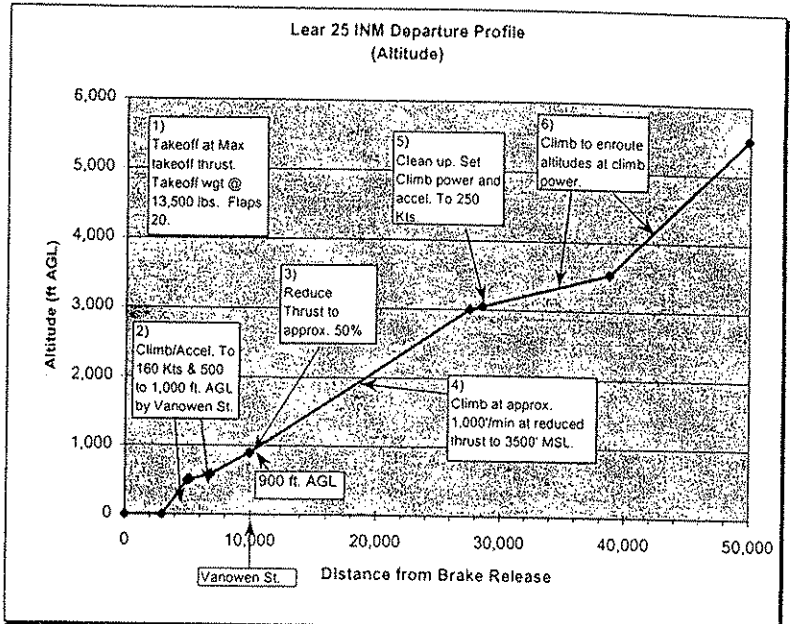
3/24/00

Resulting INM Computer Model Procedures:


INM Procedures						
Lear 25 INM Departure Profile - Clay Lacy						
Step	Segment	Flaps	Thrust	Altitude	Speed	Climb Rate
1	Takeoff	20	ax Takeoff	0.0	--	--
2	Climb	20	ax Takeoff	500.0	--	--
3	Accel.	10	1800.0	--	150.0	700.0
4	Accel.	10	1400.0	--	160.0	700.0
5	Climb	10	1400.0	900.0	--	--
6	Climb	ZERO	1400.0	3000.0	--	--
7	Accel.	ZERO	Max Climb	--	250.0	1000.0
8	Climb	ZERO	Max Climb	5500.0	--	--
9	Climb	ZERO	Max Climb	7500.0	--	--
10	Climb	ZERO	Max Climb	10000.0	--	--

Resulting INM Profile Points:

Point	Distance	Altitude	Speed	Thrust
1	0	0	35.0	2,833
2	2,978	0	150.3	2,532
3	5,003	500	151.4	2,526
4	5,166	508	153.5	1,800
5	6,791	582	163.9	1,400
6	9,938	900	164.7	1,400
7	27,491	3,000	169.9	1,400
8	28,491	3,048	178.6	2,238
9	38,729	3,534	267.6	2,073
10	49,863	5,500	275.8	2,085
11	62,315	7,500	284.4	2,112
12	79,502	10,000	295.8	2,168



The procedures depicted on this sheet provide a reasonably accurate representation of the typical departure procedures used by Clay Lacy Lear2x/3x aircraft operating at Van Nuys Airport.

Signed: 
 Tony Kavassay, Director of Flight Operations
 KVASSAY Clay Lacy Aviation

Gulfstream®

AEROSPACE CORPORATION

April 24, 2000

Mr. Scott Carpenter
Landrum & Brown
11011 King Street, Suite 108
Overland Park, KS 66210

Dear Mr. Carpenter:

Gulfstream Aerospace Corporation has developed an operational technique for its Spey powered aircraft (GII, GIIB and GIII) which has been named "Quiet Flying". The techniques are presented in a Quiet Flying Manual specific to each type of aircraft. These techniques have been the recommended normal procedures for routine operations since 1981.

The profile points defined for the GII and GIII are based on the same climb performance database used to define the FAA approved Flight Manual and the Quiet Flying Manual. The profiles are the same ones sent to Burbank Airport for use in their Part 150 Study and are appropriate for Van Nuys Airport Part 150.

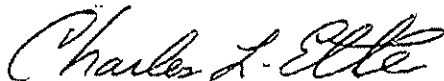
The profile points are in standard INM "profile point" format. The altitude is above the field elevation (of runway) in feet, the speed is true airspeed in knots and the thrust settings are provided in corrected net thrust (Fn/delta).

Gulfstream Aerospace recommends that these takeoff profiles be used in the INM for the Van Nuys Part 150 study.

Attachment C contains the Noise-Power-Distance (NPD) database as defined in GAC-CR-101. This report is the basis for the FAA approved Noise data which results from the use of Quiet Flying by the Spey powered Gulfstream fleet with Stage 2 Hushkit. The thrust values in the NPD are also defined in corrected net thrust (Fn/delta), thus consistent with INM recommend procedures.

Gulfstream respectfully submits this data for your approval for the Van Nuys 150 study.

Best Regards



Charles L. Etter

SECTION 5 – Certification of New Parameters

This section presents information that confirms that the procedures and profiles submitted in this document have been correctly translated into INM compatible procedures. The procedures developed for the Lear 2x/3X aircraft are in the “procedure steps” format. The procedures were developed using the INM v6.0’s “procedure steps “development tools”. Consequently, the data conforms to all rules and conventions specified in the INM User’s Guide.

The Gulfstream profile is presented in the “profile points” format. The details of the Gulfstream data packet confirm that the proper units of the modified profile conform to the units for the Gulfstream NPD curves in the INM database.

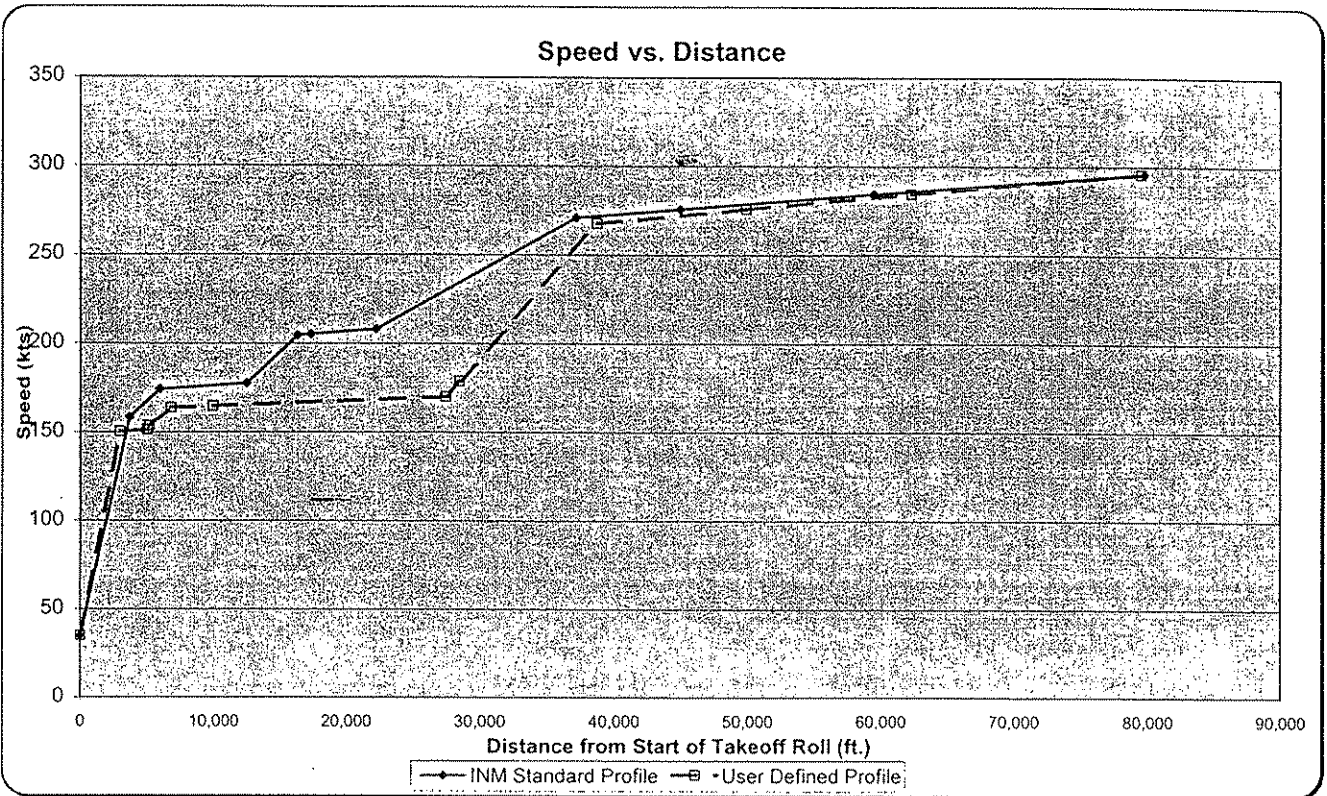
SECTION 6 – Graphical and Tabular Comparisons

This section presents a tabular and graphical comparison between the modified profiles and the INM standard profile for each aircraft type. The data was exported from INM v6.0 as profile points in .DBF file format and then imported into Microsoft Excel for graphing and presentation.

There are three sheets of data for each aircraft in the remainder of this section. In addition to the profile comparisons, each sheet indicates the aircraft type, stage length, and aircraft weight. The first sheet presents a comparison of the profiles in terms of altitude versus distance. A line graph compares both the standard INM profile and the user defined profile on the same axis while the tabular data for each profile is presented below. The second sheet presents a speed profile comparison while the third sheet illustrates the thrust versus distance comparison.

STAGE LENGTH: 1
T/O WEIGHT: 13,500

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED	ACFT ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED
LEAR25	D	STANDARD	1	1	-	35.0	LEAR25	D	USER	5	1	-	35.0
LEAR25	D	STANDARD	1	2	3,676.2	158.4	LEAR25	D	USER	5	2	2,979.2	150.3
LEAR25	D	STANDARD	1	3	5,937.9	174.3	LEAR25	D	USER	5	3	5,005.0	151.4
LEAR25	D	STANDARD	1	4	12,481.6	177.6	LEAR25	D	USER	5	4	5,167.2	153.5
LEAR25	D	STANDARD	1	5	16,320.3	204.6	LEAR25	D	USER	5	5	6,792.6	163.9
LEAR25	D	STANDARD	1	6	17,320.3	205.2	LEAR25	D	USER	5	6	9,939.8	164.7
LEAR25	D	STANDARD	1	7	22,259.3	208.1	LEAR25	D	USER	5	7	27,492.6	169.9
LEAR25	D	STANDARD	1	8	37,174.9	270.9	LEAR25	D	USER	5	8	28,492.6	178.6
LEAR25	D	STANDARD	1	9	44,967.7	275.8	LEAR25	D	USER	5	9	38,730.8	267.6
LEAR25	D	STANDARD	1	10	59,528.2	284.4	LEAR25	D	USER	5	10	49,864.9	275.8
LEAR25	D	STANDARD	1	11	79,715.2	295.8	LEAR25	D	USER	5	11	62,316.5	284.4
							LEAR25	D	USER	5	12	79,503.1	295.8

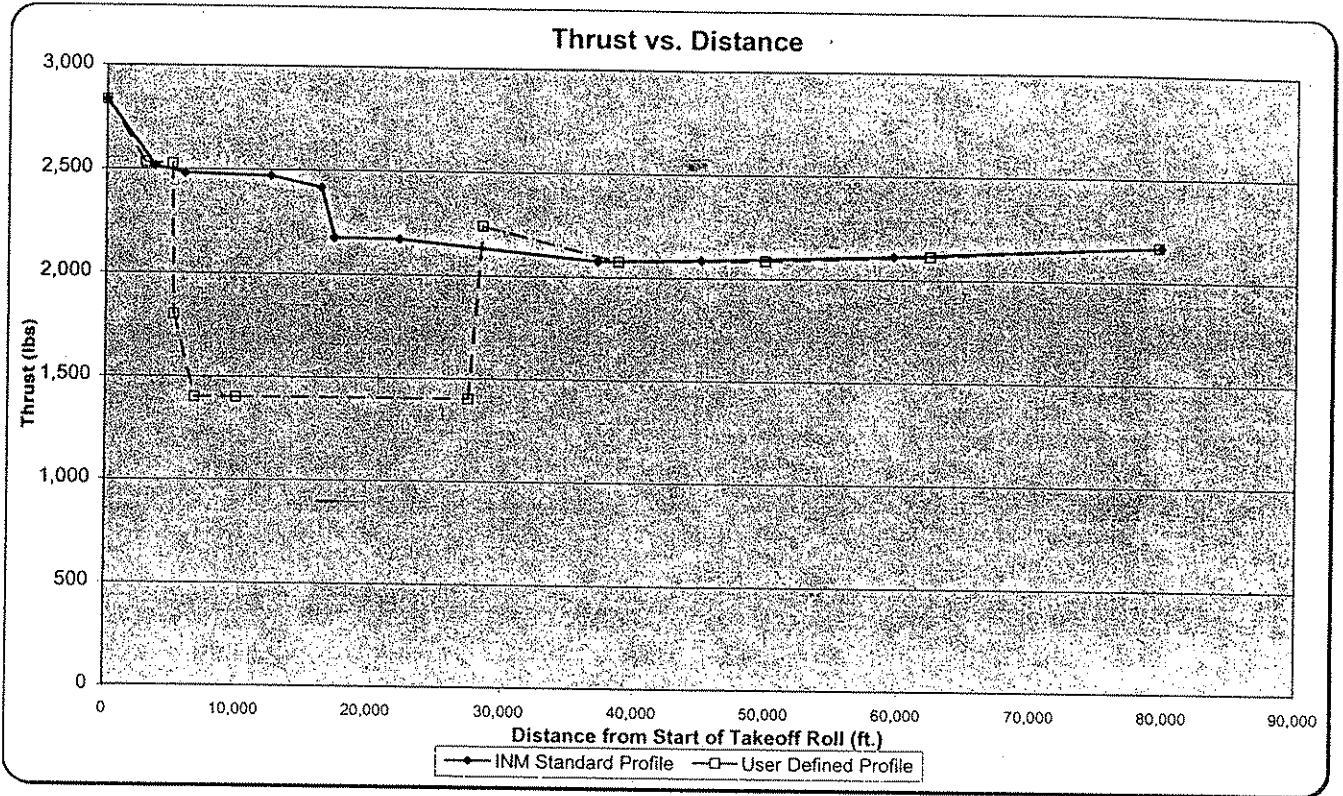
VNY

THRUST PROFILE COMPARISON

LEAR25

STAGE LENGTH: 1
T/O WEIGHT: 13,500

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT ID	OP TYPE	PROF ID1	PROF ID2	PT NUM	DISTANCE	THRUST	ACFT ID	OP TYPE	PROF ID1	PROF ID2	PT NUM	DISTANCE	THRUST
LEAR25	D	STANDARD	1	1	-	2,833.39	LEAR25	D	USER	5	1	-	2,833.39
LEAR25	D	STANDARD	1	2	3,676.2	2,515.29	LEAR25	D	USER	5	2	2,979.2	2,531.62
LEAR25	D	STANDARD	1	3	5,937.9	2,481.63	LEAR25	D	USER	5	3	5,005.0	2,525.52
LEAR25	D	STANDARD	1	4	12,481.6	2,469.67	LEAR25	D	USER	5	4	5,167.2	1,800.00
LEAR25	D	STANDARD	1	5	16,320.3	2,416.57	LEAR25	D	USER	5	5	6,792.6	1,400.00
LEAR25	D	STANDARD	1	6	17,320.3	2,174.95	LEAR25	D	USER	5	6	9,939.8	1,400.00
LEAR25	D	STANDARD	1	7	22,259.3	2,172.14	LEAR25	D	USER	5	7	27,492.6	1,400.00
LEAR25	D	STANDARD	1	8	37,174.9	2,076.30	LEAR25	D	USER	5	8	28,492.6	2,238.21
LEAR25	D	STANDARD	1	9	44,967.7	2,084.77	LEAR25	D	USER	5	9	38,730.8	2,073.49
LEAR25	D	STANDARD	1	10	59,528.2	2,111.79	LEAR25	D	USER	5	10	49,864.9	2,084.77
LEAR25	D	STANDARD	1	11	79,715.2	2,167.60	LEAR25	D	USER	5	11	62,316.5	2,111.79
							LEAR25	D	USER	5	12	79,503.1	2,167.60

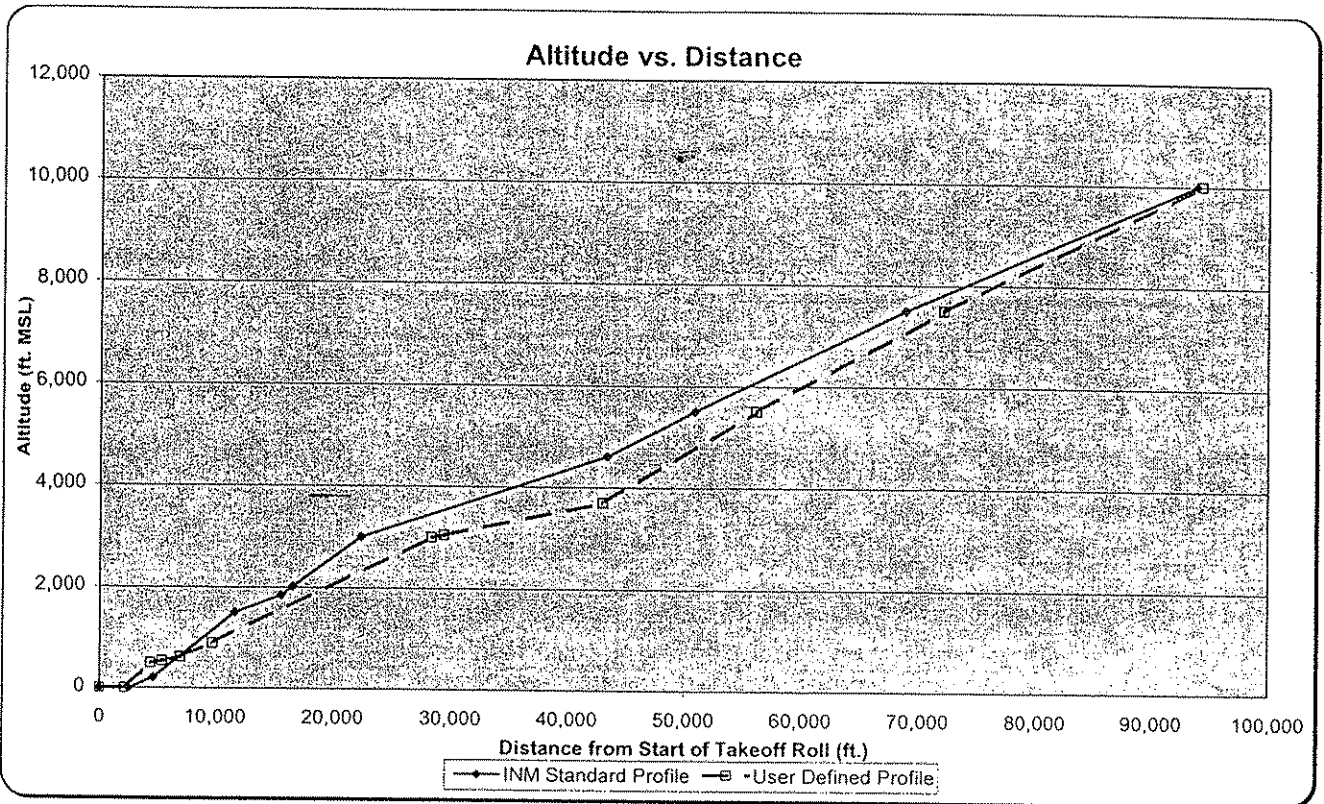
VNY

ALTITUDE PROFILE COMPARISON

LEAR35

STAGE LENGTH: 1
T/O WEIGHT: 17,000

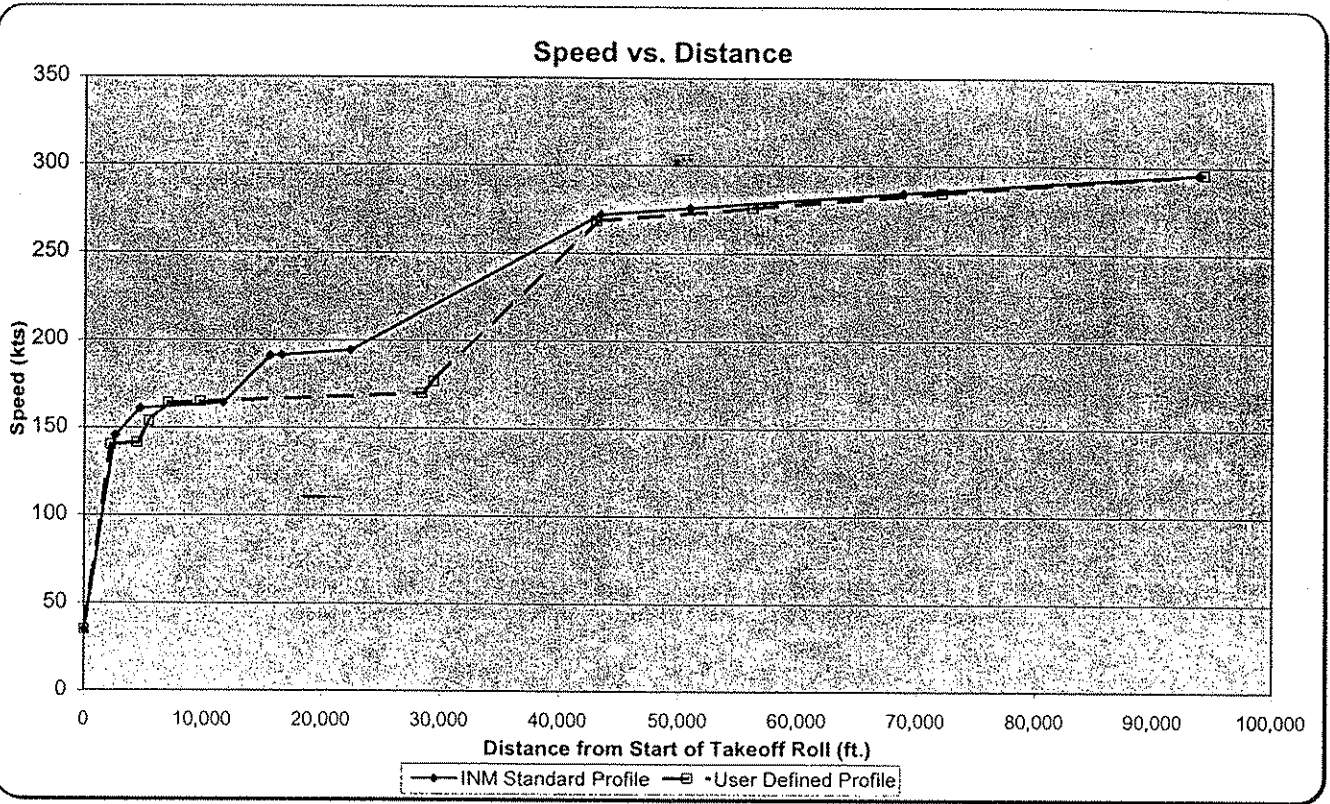
MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60.0
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile						User Defined Profile							
ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	ALTITUDE	ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	ALTITUDE
LEAR35	D	STANDARD	1	1	-	-	LEAR35	D	USER	5	1	-	-
LEAR35	D	STANDARD	1	2	2,580.9	-	LEAR35	D	USER	5	2	2,221.0	-
LEAR35	D	STANDARD	1	3	4,682.8	212.8	LEAR35	D	USER	5	3	4,442.8	500.0
LEAR35	D	STANDARD	1	4	11,669.7	1,500.0	LEAR35	D	USER	5	4	5,442.6	549.3
LEAR35	D	STANDARD	1	5	15,602.2	1,843.8	LEAR35	D	USER	5	5	7,017.6	621.5
LEAR35	D	STANDARD	1	6	16,602.2	2,014.1	LEAR35	D	USER	5	6	9,764.5	900.0
LEAR35	D	STANDARD	1	7	22,388.0	3,000.0	LEAR35	D	USER	5	7	28,392.5	3,000.0
LEAR35	D	STANDARD	1	8	43,424.9	4,599.9	LEAR35	D	USER	5	8	29,392.5	3,047.4
LEAR35	D	STANDARD	1	9	50,915.3	5,500.0	LEAR35	D	USER	5	9	43,070.0	3,696.3
LEAR35	D	STANDARD	1	10	68,817.5	7,500.0	LEAR35	D	USER	5	10	56,164.0	5,500.0
LEAR35	D	STANDARD	1	11	93,812.0	10,000.0	LEAR35	D	USER	5	11	72,089.9	7,500.0
							LEAR35	D	USER	5	12	94,226.6	10,000.0

STAGE LENGTH: 1
T/O WEIGHT: 17,000

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED	ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED
LEAR35	D	STANDARD	1	1	-	35.0	LEAR35	D	USER	5	1	-	35.0
LEAR35	D	STANDARD	1	2	2,580.9	145.6	LEAR35	D	USER	5	2	2,221.0	140.3
LEAR35	D	STANDARD	1	3	4,682.8	161.0	LEAR35	D	USER	5	3	4,442.8	141.4
LEAR35	D	STANDARD	1	4	11,669.7	164.1	LEAR35	D	USER	5	4	5,442.6	153.6
LEAR35	D	STANDARD	1	5	15,602.2	191.0	LEAR35	D	USER	5	5	7,017.6	164.0
LEAR35	D	STANDARD	1	6	16,602.2	191.5	LEAR35	D	USER	5	6	9,764.5	164.7
LEAR35	D	STANDARD	1	7	22,388.0	194.3	LEAR35	D	USER	5	7	28,392.5	169.9
LEAR35	D	STANDARD	1	8	43,424.9	272.0	LEAR35	D	USER	5	8	29,392.5	176.6
LEAR35	D	STANDARD	1	9	50,915.3	275.8	LEAR35	D	USER	5	9	43,070.0	268.3
LEAR35	D	STANDARD	1	10	68,817.5	284.4	LEAR35	D	USER	5	10	56,164.0	275.8
LEAR35	D	STANDARD	1	11	93,812.0	295.8	LEAR35	D	USER	5	11	72,089.9	284.4
							LEAR35	D	USER	5	12	94,226.6	295.8

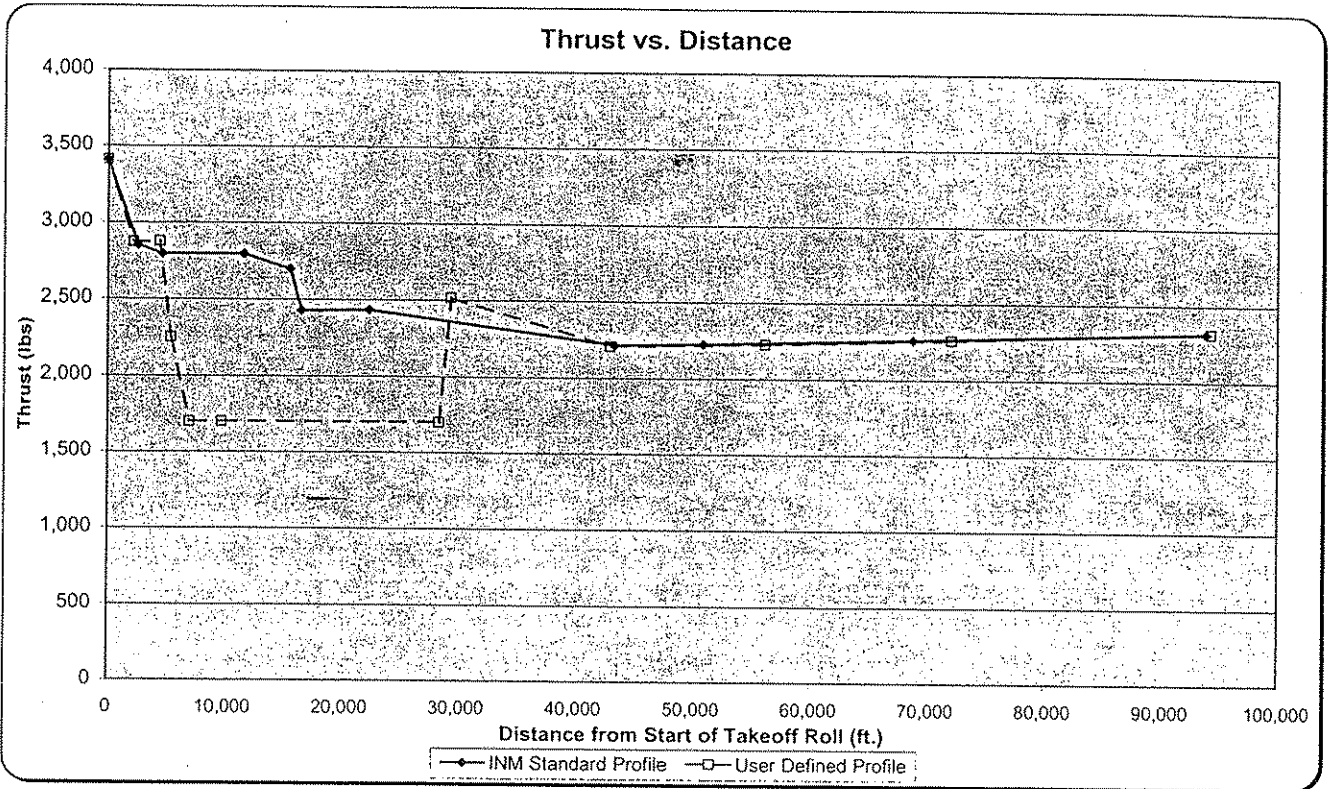
VNY

THRUST PROFILE COMPARISON

LEAR35

STAGE LENGTH: 1
T/O WEIGHT: 17,000

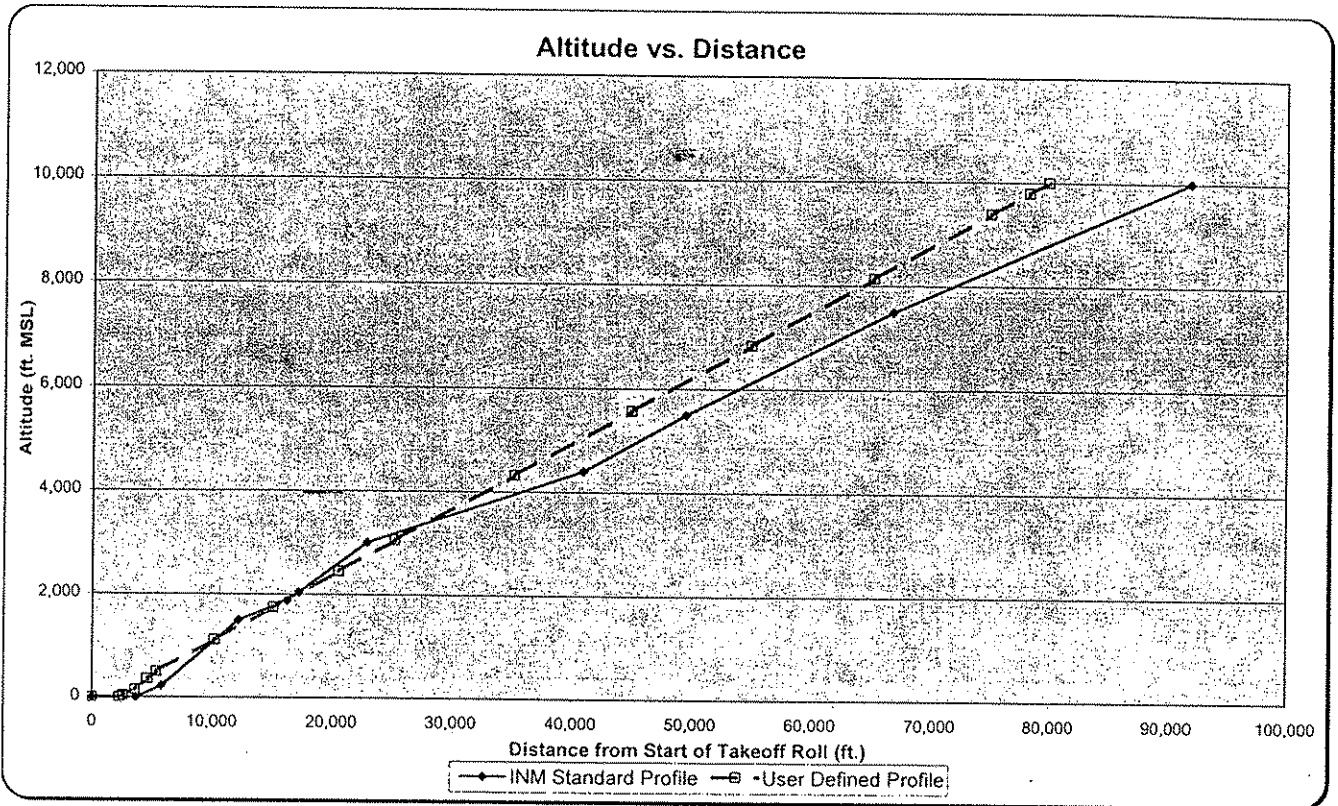
MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	THRUST	ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	THRUST
LEAR35	D	STANDARD	1	1	-	3,409.66	LEAR35	D	USER	5	1	-	3,409.66
LEAR35	D	STANDARD	1	2	2,580.9	2,852.22	LEAR35	D	USER	5	2	2,221.0	2,872.39
LEAR35	D	STANDARD	1	3	4,662.8	2,795.01	LEAR35	D	USER	5	3	4,442.8	2,875.00
LEAR35	D	STANDARD	1	4	11,669.7	2,795.92	LEAR35	D	USER	5	4	5,442.6	2,250.00
LEAR35	D	STANDARD	1	5	15,602.2	2,699.82	LEAR35	D	USER	5	5	7,017.6	1,700.00
LEAR35	D	STANDARD	1	6	16,602.2	2,429.86	LEAR35	D	USER	5	6	9,764.5	1,700.00
LEAR35	D	STANDARD	1	7	22,388.0	2,435.61	LEAR35	D	USER	5	7	28,392.5	1,700.00
LEAR35	D	STANDARD	1	8	43,424.9	2,215.25	LEAR35	D	USER	5	8	29,392.5	2,516.09
LEAR35	D	STANDARD	1	9	50,915.3	2,226.31	LEAR35	D	USER	5	9	43,070.0	2,206.42
LEAR35	D	STANDARD	1	10	68,817.5	2,258.93	LEAR35	D	USER	5	10	56,164.0	2,226.31
LEAR35	D	STANDARD	1	11	93,812.0	2,315.33	LEAR35	D	USER	5	11	72,089.9	2,258.93
							LEAR35	D	USER	5	12	94,226.6	2,315.33

STAGE LENGTH: 1
T/O WEIGHT: 47,000

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep
AIRPORT: VNY
TEMPERATURE: 60.0
ELEVATION: 799' MSL



INM Standard Profile							User Defined Profile						
ACFT ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	ALTITUDE	ACFT ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	ALTITUDE
GIIB	D	STANDARD	1	1	-	-	GIIB	D	F	1	1	-	-
GIIB	D	STANDARD	1	2	3,687.4	-	GIIB	D	F	1	2	2,312.0	-
GIIB	D	STANDARD	1	3	5,803.5	226.9	GIIB	D	F	1	3	2,610.7	35.0
GIIB	D	STANDARD	1	4	12,224.1	1,500.0	GIIB	D	F	1	4	3,597.2	148.5
GIIB	D	STANDARD	1	5	16,269.4	1,876.7	GIIB	D	F	1	5	4,598.1	356.9
GIIB	D	STANDARD	1	6	17,269.4	2,044.9	GIIB	D	F	1	6	5,354.0	497.6
GIIB	D	STANDARD	1	7	22,950.1	3,000.0	GIIB	D	F	1	7	10,213.2	1,120.7
GIIB	D	STANDARD	1	8	40,970.4	4,399.7	GIIB	D	F	1	8	15,117.0	1,749.2
GIIB	D	STANDARD	1	9	49,571.8	5,500.0	GIIB	D	F	1	9	20,592.9	2,450.2
GIIB	D	STANDARD	1	10	66,818.0	7,500.0	GIIB	D	F	1	10	25,280.9	3,050.0
GIIB	D	STANDARD	1	11	91,876.4	10,000.0	GIIB	D	F	1	11	35,212.4	4,319.2
							GIIB	D	F	1	12	45,011.3	5,569.4
							GIIB	D	F	1	13	55,001.9	6,841.9
							GIIB	D	F	1	14	65,193.6	8,137.5
							GIIB	D	F	1	15	75,012.5	9,383.4
							GIIB	D	F	1	16	78,230.9	9,791.3
							GIIB	D	F	1	17	79,879.0	10,000.0

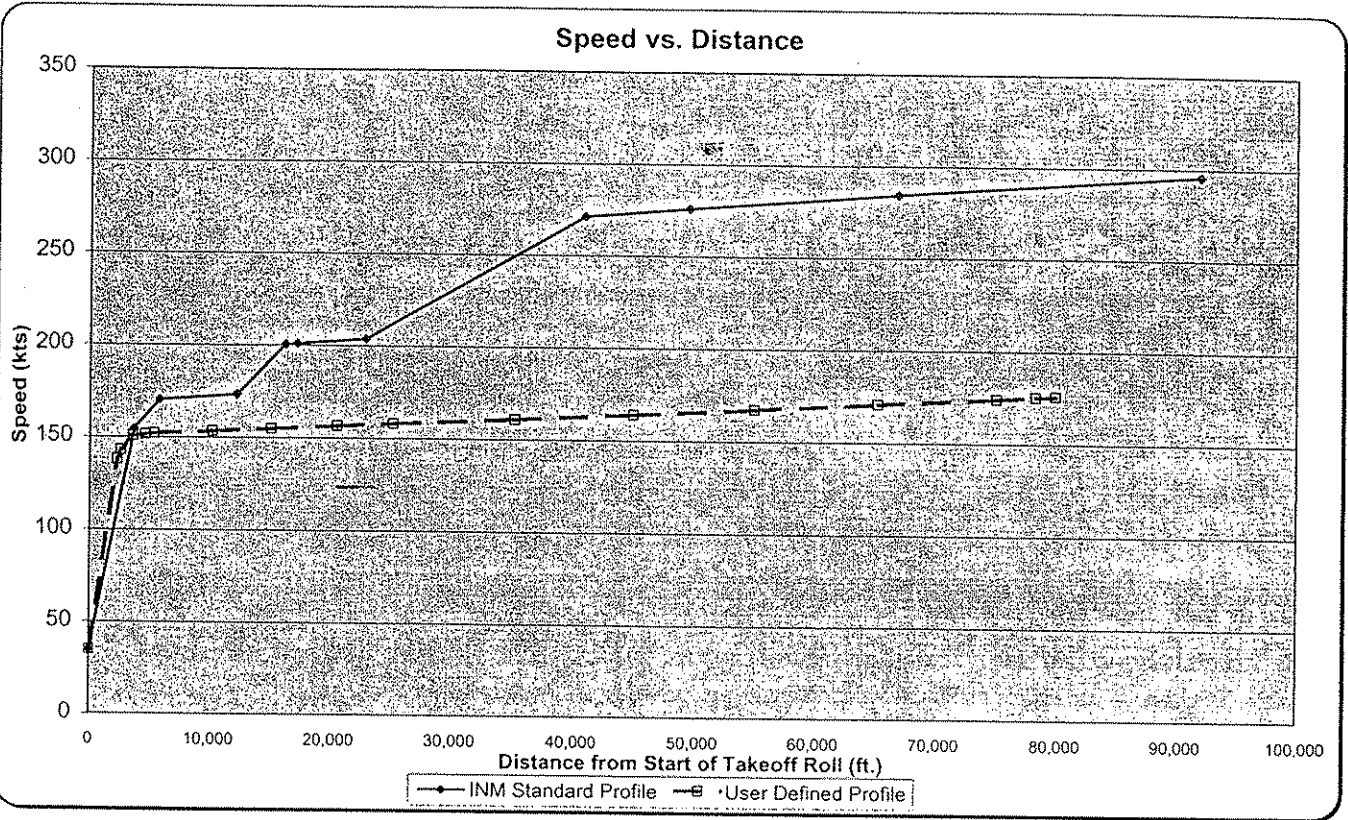
VNY

SPEED PROFILE COMPARISON

GIIB

STAGE LENGTH: 1
T/O WEIGHT: 47,000

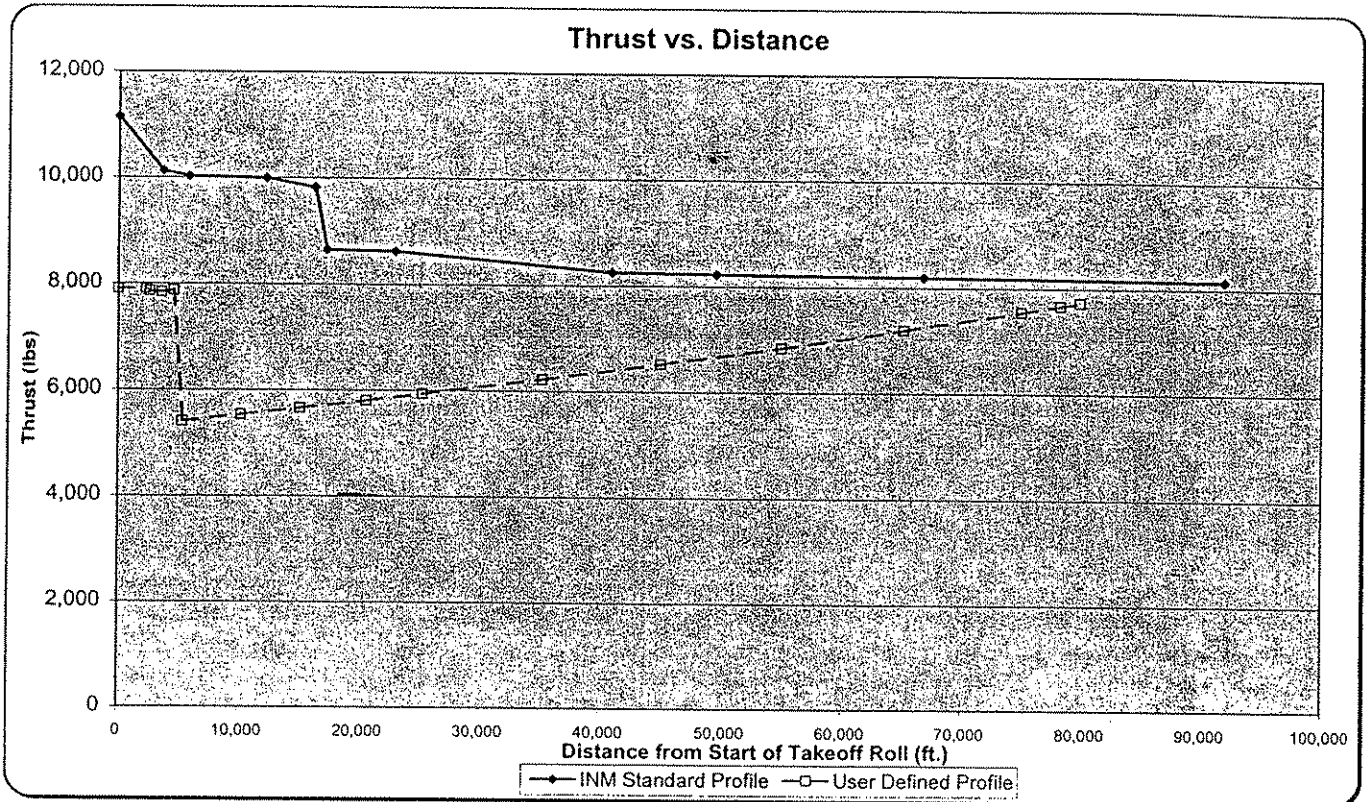
MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED	ACFT_ID	OP_TYPE	PROF_ID1	PROF_ID2	PT_NUM	DISTANCE	SPEED
GIIB	D	STANDARD	1	1	-	35.0	GIIB	D	F	1	1	-	35.0
GIIB	D	STANDARD	1	2	3,687.4	154.6	GIIB	D	F	1	2	2,312.0	138.0
GIIB	D	STANDARD	1	3	5,803.5	170.2	GIIB	D	F	1	3	2,610.7	143.1
GIIB	D	STANDARD	1	4	12,224.1	173.4	GIIB	D	F	1	4	3,597.2	150.6
GIIB	D	STANDARD	1	5	16,269.4	200.5	GIIB	D	F	1	5	4,598.1	151.6
GIIB	D	STANDARD	1	6	17,269.4	201.0	GIIB	D	F	1	6	5,354.0	152.0
GIIB	D	STANDARD	1	7	22,950.1	203.9	GIIB	D	F	1	7	10,213.2	153.4
GIIB	D	STANDARD	1	8	40,970.4	271.2	GIIB	D	F	1	8	15,117.0	154.8
GIIB	D	STANDARD	1	9	49,571.8	275.8	GIIB	D	F	1	9	20,592.9	156.5
GIIB	D	STANDARD	1	10	66,818.0	284.4	GIIB	D	F	1	10	25,280.9	157.9
GIIB	D	STANDARD	1	11	91,876.4	295.8	GIIB	D	F	1	11	35,212.4	160.9
							GIIB	D	F	1	12	45,011.3	164.0
							GIIB	D	F	1	13	55,001.9	167.3
							GIIB	D	F	1	14	65,193.6	170.7
							GIIB	D	F	1	15	75,012.5	174.1
							GIIB	D	F	1	16	78,230.9	175.2
							GIIB	D	F	1	17	79,879.0	175.8

STAGE LENGTH: 1
T/O WEIGHT: 47,000

MODIFIED PROCEDURE TYPE: Typ. Noise Abatement Dep.
AIRPORT: VNY
TEMPERATURE: 60
ELEVATION: 799' MSL



PROFILE POINTS													
INM Standard Profile							User Defined Profile						
ACFT ID	OP_TYPE	PROF ID1	PROF ID2	PT_NUM	DISTANCE	THRUST	ACFT ID	OP_TYPE	PROF ID1	PROF ID2	PT_NUM	DISTANCE	THRUST
GIIB	D	STANDARD	1	1	-	11,150.25	GIIB	D	F	1	1	-	7,900.00
GIIB	D	STANDARD	1	2	3,687.4	10,130.33	GIIB	D	F	1	2	2,312.0	7,900.00
GIIB	D	STANDARD	1	3	5,803.5	10,026.14	GIIB	D	F	1	3	2,610.7	7,859.00
GIIB	D	STANDARD	1	4	12,224.1	9,997.71	GIIB	D	F	1	4	3,597.2	7,834.80
GIIB	D	STANDARD	1	5	16,269.4	9,821.78	GIIB	D	F	1	5	4,598.1	7,869.80
GIIB	D	STANDARD	1	6	17,269.4	8,643.13	GIIB	D	F	1	6	5,354.0	5,401.80
GIIB	D	STANDARD	1	7	22,950.1	8,621.05	GIIB	D	F	1	7	10,213.2	5,526.10
GIIB	D	STANDARD	1	8	40,970.4	8,251.54	GIIB	D	F	1	8	15,117.0	5,654.90
GIIB	D	STANDARD	1	9	49,571.8	8,229.90	GIIB	D	F	1	9	20,592.9	5,802.80
GIIB	D	STANDARD	1	10	66,818.0	8,190.59	GIIB	D	F	1	10	25,280.9	5,933.10
GIIB	D	STANDARD	1	11	91,876.4	8,141.45	GIIB	D	F	1	11	35,212.4	6,220.30
							GIIB	D	F	1	12	45,011.3	6,519.60
							GIIB	D	F	1	13	55,001.9	6,841.90
							GIIB	D	F	1	14	65,193.6	7,189.80
							GIIB	D	F	1	15	75,012.5	7,544.40
							GIIB	D	F	1	16	78,230.9	7,665.00
							GIIB	D	F	1	17	79,879.0	7,727.60

APPENDIX A

Gulfstream Profile Submittal for the Burbank Part 150

U.S. Department
of Transportation
Federal Aviation
Administration

800 Independence Ave., S.W.
Washington, D.C. 20591

David Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

June 18, 1998

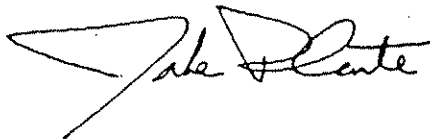
Dear Mr. Fitz,

The Office of Environment and Energy has completed its review of the profile review package submitted as part of the F.A.R Part 150 Study for the Burbank-Glendale-Pasadena Airport (BUR). This submission requests modification for the departure profile of the Gulfstream III which is currently modeled using the INM GIB as a substitution. Our office approves the use of the revised profile with the understanding that:

- 1) Mr. Charles Etter of Gulfstream has reviewed and approved the profile for use in the INM and has determined that it is within the bounds of performance for the Gulfstream III and that the units of the profile are appropriate for inclusion into the INM and
- 2) Coffman & Associates has verified with the operators that they do in fact fly the procedure being modeled.

Please understand that this approval for use of the modified departure profile for the Gulfstream III is limited to Burbank-Glendale-Pasadena Airport only. Any additional projects or non-standard INM input for Burbank or the use of this profile at another airport will require separate approval.

Sincerely,



Jake A. Plante, Ed.D.
Manager, Analysis and Evaluation Branch
Office of Environment and Energy

Gulfstream[®]

AEROSPACE CORPORATION

January 14, 1999
FS-A/V-99-001

Mr. Tom Greer
Executive Director
Burbank Glendale Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505-9989

Reference 1: Letter from Dr. Jake Plante to Mr. E. H. Haupt dated November 30, 1998.

Dear Mr. Greer:

As you know, I previously sent Coffman & Associates some departure profiles for use in the Burbank Part 150 Study. Attachment A & B contain these same departure profiles extended to an altitude of 10,000 ft (See Reference 1). I am sending you this information so that any future noise studies can model the Gulfstream II and III appropriately.

Additionally, I am sending both FLEX and Min EPR departures for both daytime and nighttime operations. In the first version I only sent a FLEX for nighttime departure. FLEX (reduced power initial setting) is the recommended normal departure procedure. An alternate procedure which can be used is the Min EPR (full power initial setting) departure. Both procedures call for an early aerodynamic clean up and thrust cutback to Quiet Climb EPR at about 200 to 400 ft above the ground. Both are provided so that either, or both, can be chosen for a Part 150 revision, follow up evaluations, and/or a Part 161 Study.

Previously, for various reasons, only one departure profile was sent to the FAA for approval and the Noise Curves developed from FAA approved noise certification testing for the Spey powered Gulfstream aircraft was not used. This has always concerned Gulfstream, but we agreed to allow the existing SP5118 noise curves in the INM to be used.

These attachments contain noise contours/level comparisons based again on the original noise curves sent to Coffman & Associates (the profiles have simply been extended to 10,000 ft altitude). Gulfstream maintains that these noise curves are appropriate for the Gulfstream II and III and should be used for any subsequent studies. With this stated, I agree that the current Noise Curves in the INM labeled SP5118 are similar, but given the same departure profile, the SP5118 noise curves tends to extend the noise contour by about 15 - 20%. Since the enclosed curves were developed based on FAA approved noise testing, Gulfstream still recommends these be used for all modeling.

At Burbank, the Gulfstream II and III have no restrictions during the daytime operation provided Quiet Flying is used. At night, Quiet Flying is also required and takeoff weight is limited to 47,000 lb. and 55,500 lb. for the Gulfstream II and III respectively.

Previously, the GII was not modeled as requested due to the differences in the Learjet Noise Curves and the Gulfstream Noise Curves, namely the thrust parameter. With Reference 1, this is no longer a problem.

Regardless of the noise curves used (Gulfstream's or SP5118 in the INM), all the departure profiles (Tables A-1 through A-4, and B-1 through B-4) as enclosed should be submitted to the FAA for approval. In this manner both the nighttime and daytime alternatives can truly be evaluated using the appropriate profiles.

To this end, Gulfstream is submitting the following two (2) recommendations:

- 1) Use Quiet Flying Procedures appropriate for daytime and nighttime operations.
- 2) Use the Noise Curves appropriate to the Gulfstream II and III

The following pages present takeoff profiles consistent with the above, and consistent with your Part 150 Study assumed conditions (temperature, pressure, wind, runway gradient):

Gulfstream respectfully submits this data for your use in modeling the Gulfstream II and GIII from Burbank Airport.

Best regards,


Charles L. Etter

cc: Dr. Jake Plante, AEE
Mr. Tom Connor, AEE
Mr. Mark Johnson, Coffman & Associates
Mr. E. H. Haupt, NBAA

LIST OF ATTACHMENTS

- A) Gulfstream III Takeoff Quiet Flying Profiles and 95 dB SEL Noise Contours
Gulfstream III vs INM Default (Gulfstream IIB)

- B) Gulfstream II Takeoff Quiet Flying Profiles and 95 dB SEL Noise Contours
Gulfstream II vs INM Default (Gulfstream IIB)

- C) Noise Curves Gulfstream II & III (with Hushkit)

Gulfstream

GULFSTREAM II®
AND
GULFSTREAM III®
QUIET FLYING PROFILES
FOR
BURBANK GLENDALE PASADENA AIRPORT

ATTACHMENT A

GULFSTREAM III

TAKEOFF QUIET FLYING PROFILES

AND

95 dB SEL NOISE CONTOURS

GIII vs INM DEFAULT (GIIB)

Gulfstream®

GIII, FLAPS 20, MIN EPR, TOW = 60,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G3QFL6	D	U	1	1	0.0	0.0	16.0	10200.0	N
G3QFL6	D	U	1	2	2526.2	0.0	134.0	10197.7	N
G3QFL6	D	U	1	3	2967.8	35.0	145.0	10197.7	N
G3QFL6	D	U	1	4	3972.6	141.1	153.8	10180.0	N
G3QFL6	D	U	1	5	4233.6	165.6	156.4	10169.0	N
G3QFL6	D	U	1	6	5287.5	369.6	159.9	10192.5	N
G3QFL6	D	U	1	7	6084.9	511.1	160.2	5590.8	N
G3QFL6	D	U	1	8	7702.0	675.8	160.6	5624.4	N
G3QFL6	D	U	1	9	10135.1	923.6	161.2	5675.5	N
G3QFL6	D	U	1	10	15028.3	1421.6	162.4	5779.9	N
G3QFL6	D	U	1	11	20233.1	1950.9	163.7	5893.4	N
G3QFL6	D	U	1	12	25202.3	2456.0	164.9	6004.2	N
G3QFL6	D	U	1	13	31050.6	3050.0	166.4	6137.6	N
G3QFL6	D	U	1	14	31327.4	3078.1	166.5	6144.0	N
G3QFL6	D	U	1	15	34973.9	3448.2	167.4	6229.0	N
G3QFL6	D	U	1	16	45180.0	4483.1	170.1	6474.4	N
G3QFL6	D	U	1	17	54969.1	5474.3	172.7	6720.2	N
G3QFL6	D	U	1	18	64909.3	6479.3	175.3	6980.8	N
G3QFL6	D	U	1	19	75006.3	7498.5	178.1	7257.6	N
G3QFL6	D	U	1	20	84961.9	8501.8	180.9	7542.8	N
G3QFL6	D	U	1	21	95076.6	9519.4	183.9	7845.9	N
G3QFL6	D	U	1	22	99858.8	10000.0	185.2	7994.0	N

GIII, FLAPS 20, FLEX, TOW = 60,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G3QFL7	D	U	1	1	0.0	0.0	16.0	7900.0	N
G3QFL7	D	U	1	2	3492.6	0.0	136.1	7874.4	N
G3QFL7	D	U	1	3	4104.7	35.0	141.7	7874.4	N
G3QFL7	D	U	1	4	4828.3	99.8	145.0	7866.8	N
G3QFL7	D	U	1	5	5322.0	137.2	148.2	7850.9	N
G3QFL7	D	U	1	6	6082.3	199.0	152.7	7830.2	N
G3QFL7	D	U	1	7	7131.7	296.3	159.1	7803.6	N
G3QFL7	D	U	1	8	8198.4	462.8	160.1	6257.3	N
G3QFL7	D	U	1	9	10084.0	656.2	160.6	5620.4	N
G3QFL7	D	U	1	10	15229.5	1180.0	161.8	5729.0	N
G3QFL7	D	U	1	11	20141.5	1679.8	163.0	5835.0	N
G3QFL7	D	U	1	12	25090.5	2183.0	164.3	5944.0	N
G3QFL7	D	U	1	13	30077.1	2689.7	165.5	6056.2	N
G3QFL7	D	U	1	14	35101.9	3199.9	166.8	6171.8	N
G3QFL7	D	U	1	15	44984.8	4202.4	169.3	6406.7	N
G3QFL7	D	U	1	16	55020.6	5219.0	172.0	6655.8	N
G3QFL7	D	U	1	17	65215.1	6250.0	174.7	6920.3	N
G3QFL7	D	U	1	18	75276.0	7266.0	177.5	7193.3	N
G3QFL7	D	U	1	19	85195.2	8266.0	180.3	7474.6	N
G3QFL7	D	U	1	20	94964.5	9249.3	183.1	7764.0	N
G3QFL7	D	U	1	21	102433.6	10000.0	185.1	7883.1	N

GIII, FLAPS 20, MIN EPR, TOW = 55,500 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G3QF10	D	U	1	1	0.0	0.0	16.0	10250.0	N
G3QF10	D	U	1	2	2109.2	0.0	128.1	10250.0	N
G3QF10	D	U	1	3	2727.0	59.1	143.3	10222.9	N
G3QF10	D	U	1	4	3469.2	143.8	151.1	10202.5	N
G3QF10	D	U	1	5	3722.9	183.2	153.1	10202.2	N
G3QF10	D	U	1	6	4474.0	380.7	153.5	10241.4	N
G3QF10	D	U	1	7	4981.9	485.4	153.8	6189.7	N
G3QF10	D	U	1	8	7570.2	751.0	154.4	5218.6	N
G3QF10	D	U	1	9	10168.9	1016.3	155.0	5269.4	N
G3QF10	D	U	1	10	15134.7	1523.0	156.1	5368.1	N
G3QF10	D	U	1	11	20138.4	2033.2	157.3	5469.8	N
G3QF10	D	U	1	12	25180.5	2547.1	158.6	5574.4	N
G3QF10	D	U	1	13	30261.9	3064.6	159.8	5682.3	N
G3QF10	D	U	1	14	35112.8	3558.4	161.0	5787.5	N
G3QF10	D	U	1	15	44375.6	4500.3	163.3	5994.6	N
G3QF10	D	U	1	16	54330.4	5511.4	165.9	6226.9	N
G3QF10	D	U	1	17	65008.6	6594.3	168.6	6487.7	N
G3QF10	D	U	1	18	75004.4	7606.5	171.3	6743.3	N
G3QF10	D	U	1	19	85160.3	8633.3	174.1	7014.9	N
G3QF10	D	U	1	20	95185.4	9645.2	176.9	7295.4	N
G3QF10	D	U	1	21	98762.2	10000.0	177.9	7396.9	N

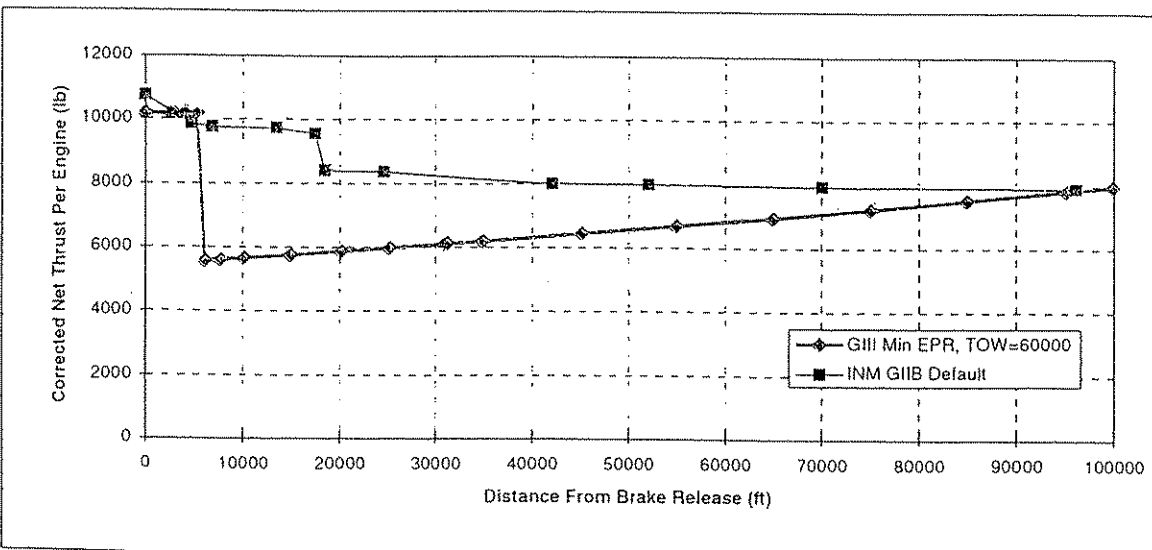
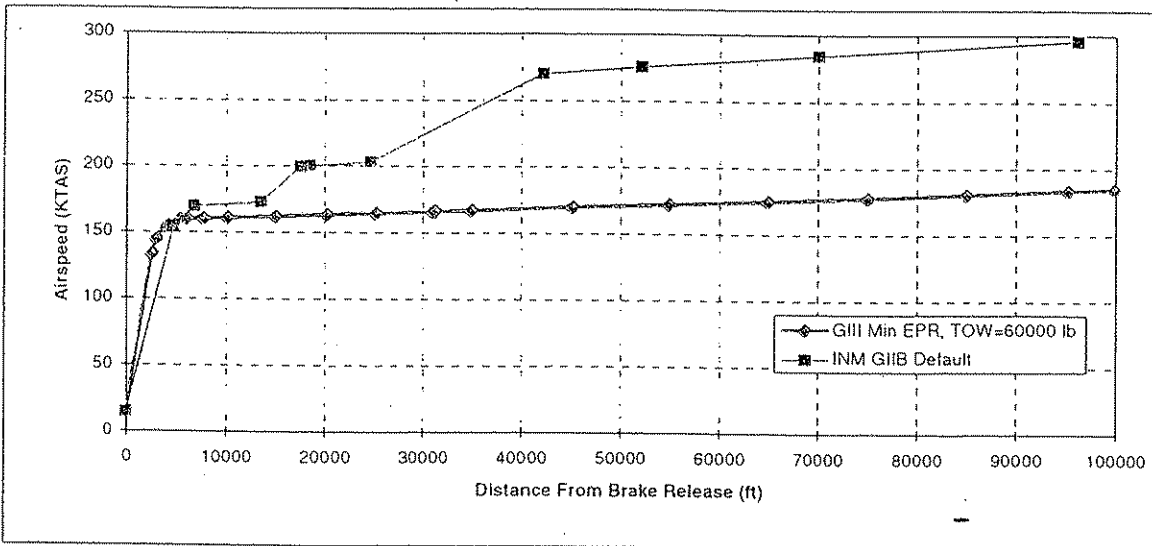
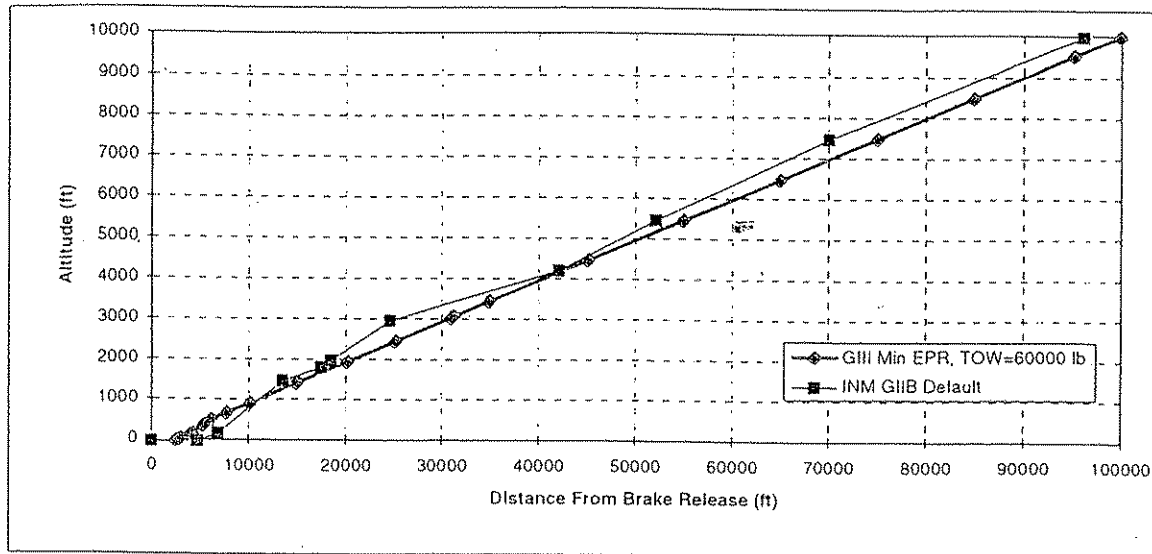
GIII, FLAPS 20, FLEX, TOW = 55,500 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G3QF11	D	U	1	1	0.0	0.0	16.0	8000.0	N
G3QF11	D	U	1	2	2910.2	0.0	130.4	8000.0	N
G3QF11	D	U	1	3	3675.6	55.8	138.6	7905.6	N
G3QF11	D	U	1	4	4146.8	101.0	141.5	7893.4	N
G3QF11	D	U	1	5	4386.3	122.2	143.1	7885.6	N
G3QF11	D	U	1	6	5375.7	207.7	150.5	7848.6	N
G3QF11	D	U	1	7	5630.2	232.1	152.2	7840.8	N
G3QF11	D	U	1	8	6393.7	369.5	153.5	7858.8	N
G3QF11	D	U	1	9	6648.3	419.0	153.6	7597.9	N
G3QF11	D	U	1	10	7420.8	516.2	153.8	5174.1	N
G3QF11	D	U	1	11	10010.4	780.6	154.4	5224.3	N
G3QF11	D	U	1	12	12349.7	1019.4	155.0	5270.0	N
G3QF11	D	U	1	13	15220.3	1312.3	155.7	5326.8	N
G3QF11	D	U	1	14	20208.1	1821.1	156.8	5427.2	N
G3QF11	D	U	1	15	24968.8	2306.4	158.0	5525.1	N
G3QF11	D	U	1	16	30031.7	2822.2	159.2	5631.4	N
G3QF11	D	U	1	17	35134.3	3341.7	160.5	5741.0	N
G3QF11	D	U	1	18	45187.5	4364.3	163.0	5964.2	N
G3QF11	D	U	1	19	55121.5	5373.4	165.5	6194.6	N
G3QF11	D	U	1	20	65211.5	6396.9	168.1	6439.2	N
G3QF11	D	U	1	21	75176.6	7406.3	170.8	6691.8	N
G3QF11	D	U	1	22	85009.0	8400.7	173.4	6952.3	N
G3QF11	D	U	1	23	95293.3	9439.2	176.3	7237.3	N
G3QF11	D	U	1	24	97073.3	9618.8	176.8	7287.9	N
G3QF11	D	U	1	25	100852.1	10000.0	177.9	7395.4	N

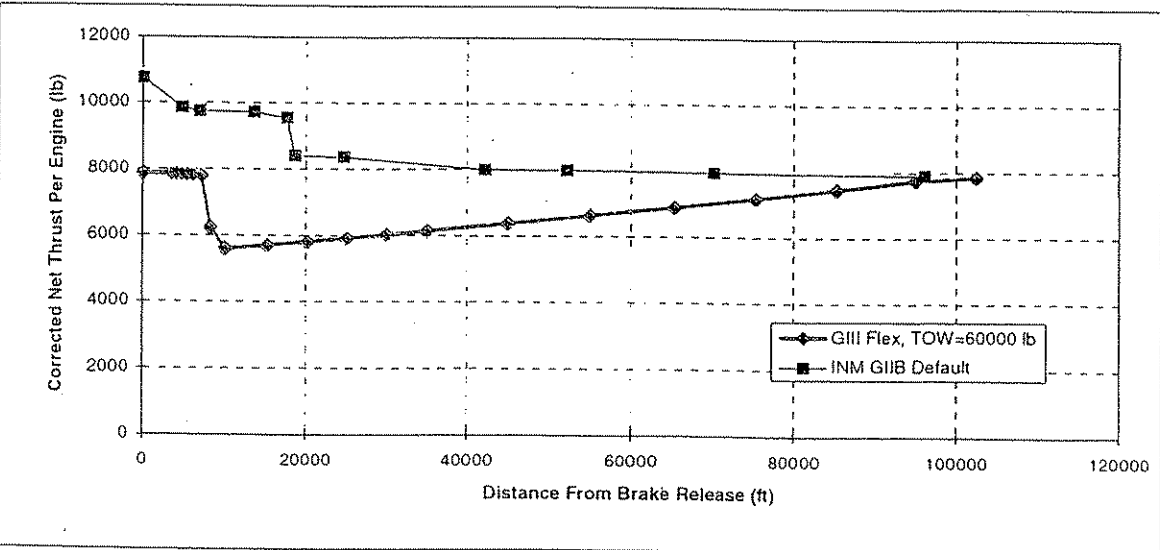
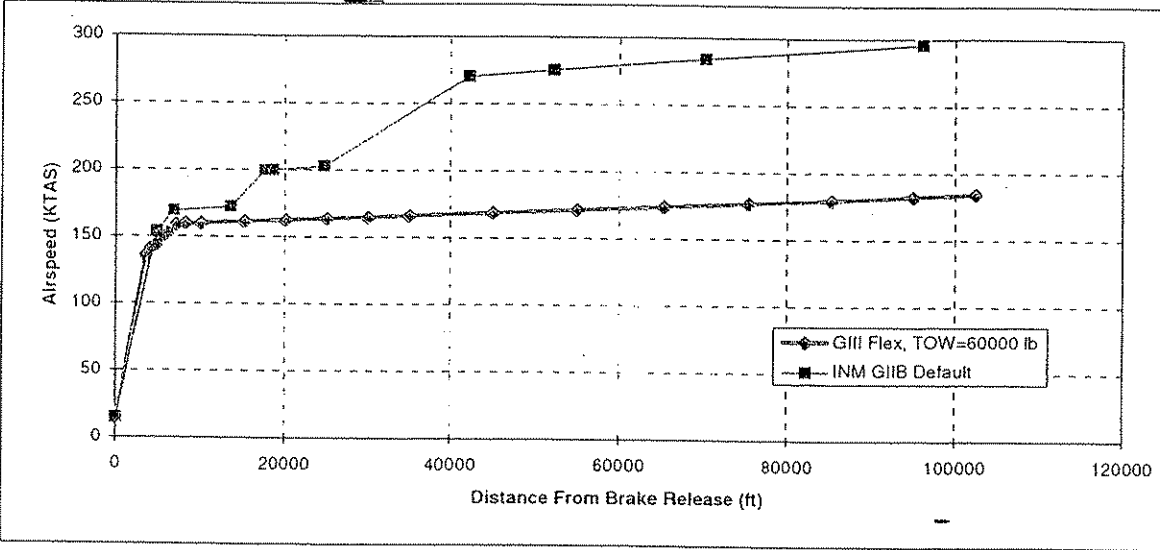
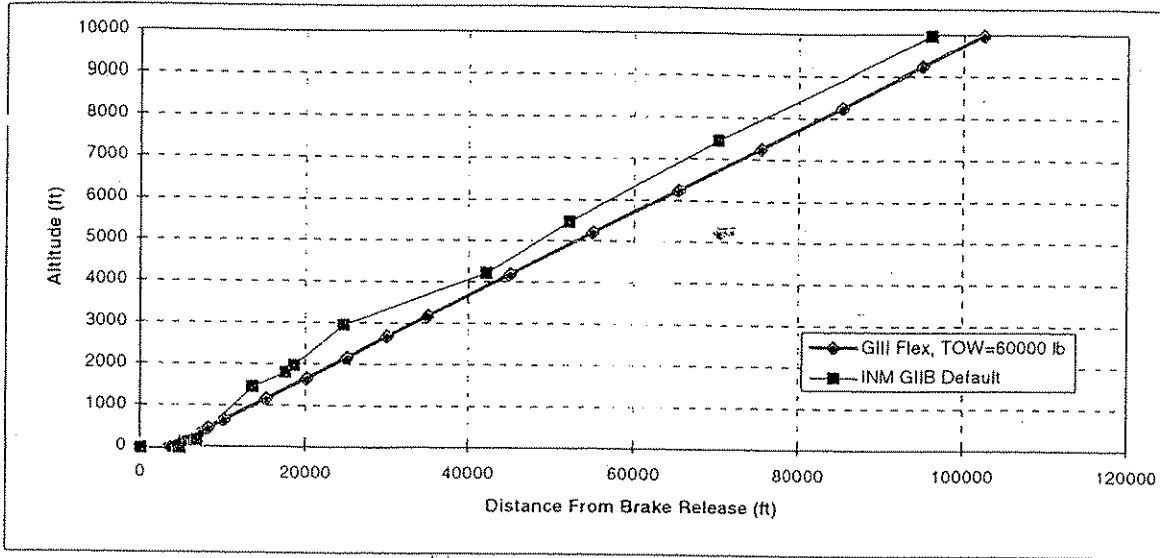
SEL Comparison of Standard INM GIIIB Profile to Gulfstream III Profiles

Grid Point	Distance From Takeoff Roll (nm)	Standard INM GIIIB (SEL)	GIII FLEX 55500 lb (SEL)	GIII Min EPR 55500 lb (SEL)	GIII FLEX 60000 lb (SEL)	GIII Min EPR 60000 lb (SEL)
1	0.5	150.0	131.4	128.2	141.1	131.6
2	1.0	125.8	114.5	104.8	117.0	108.0
3	1.5	116.1	100.3	98.5	105.4	101.1
4	2.0	111.1	97.8	96.4	100.7	98.9
5	2.5	108.1	95.9	94.8	98.7	97.2
6	3.0	104.9	94.3	93.5	96.9	95.8
7	3.5	101.2	93.2	92.4	95.7	94.8
8	4.0	99.5	92.1	91.5	94.7	93.8
9	4.5	98.1	91.1	90.5	93.5	92.8
10	5.0	97.1	90.4	89.9	92.7	92.0
11	5.5	96.1	89.7	89.3	91.8	91.2
12	6.0	95.2	89.2	88.8	91.1	90.5
13	6.5	94.4	88.6	88.3	90.4	89.9
14	7.0	93.4	88.3	88.0	89.9	89.4
15	7.5	92.5	87.9	87.5	89.3	88.9
16	8.0	91.6	87.3	86.9	88.7	88.3
17	8.5	90.9	86.9	86.6	88.3	87.9
18	9.0	90.1	86.5	86.2	87.9	87.5
19	9.5	89.4	86.0	85.7	87.4	87.1
20	10.0	88.7	85.6	85.4	87.0	86.7

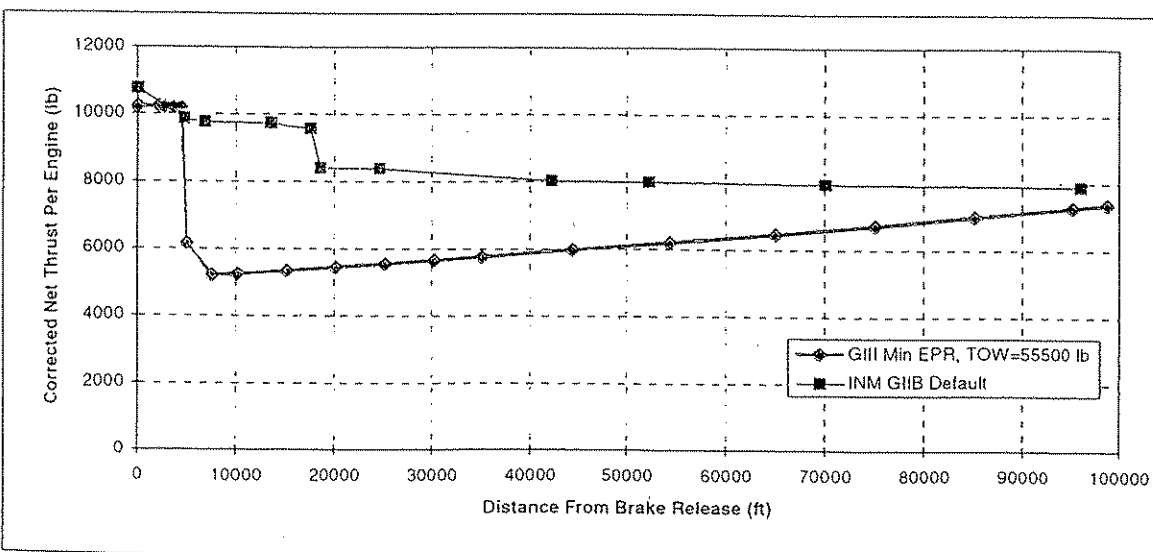
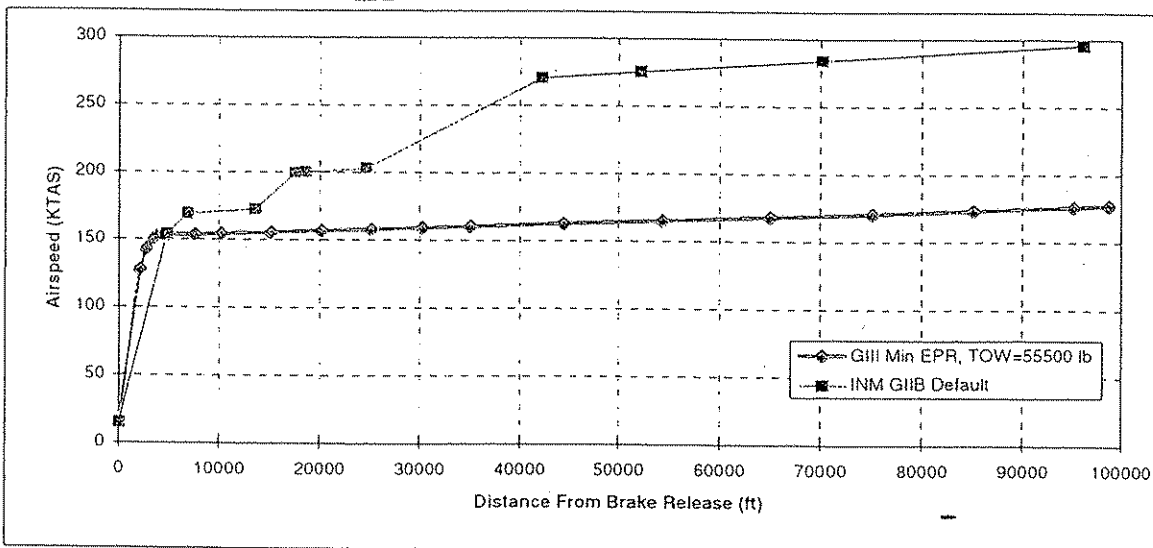
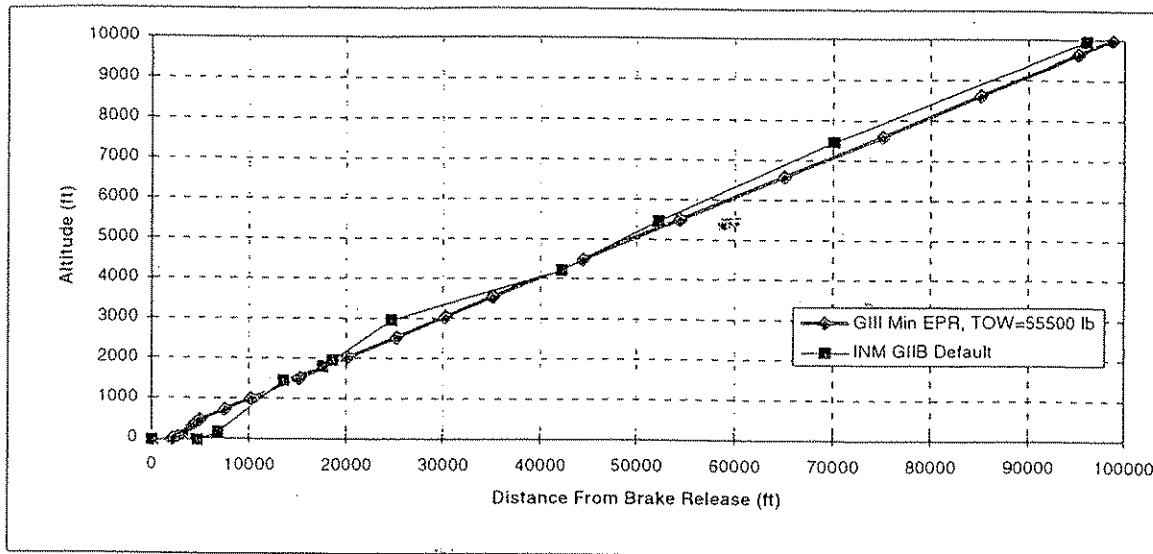
GIII, FLAPS 20, MIN EPR, TOW = 60,000 LB



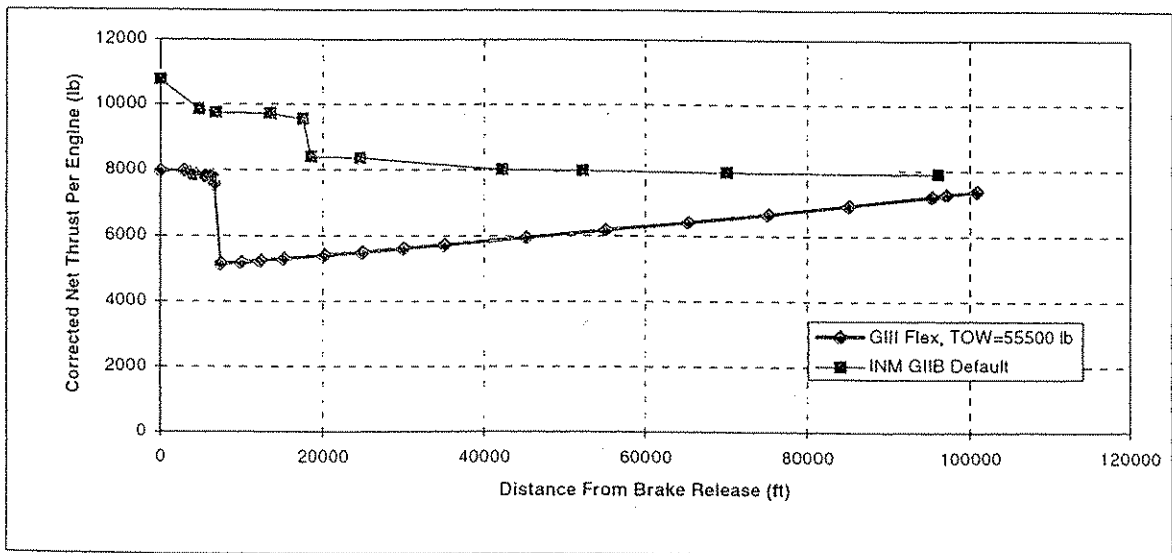
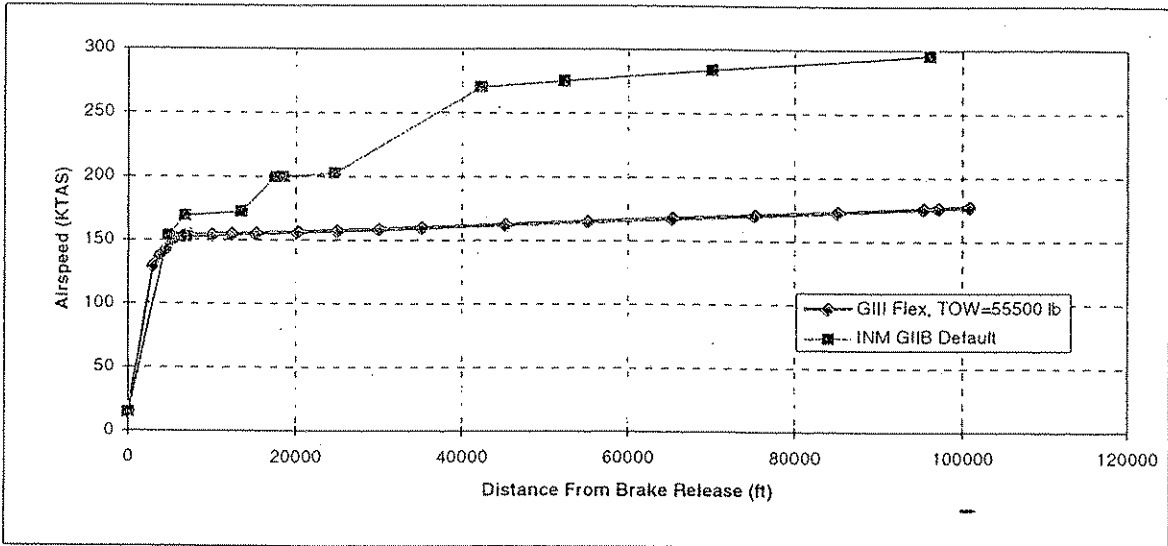
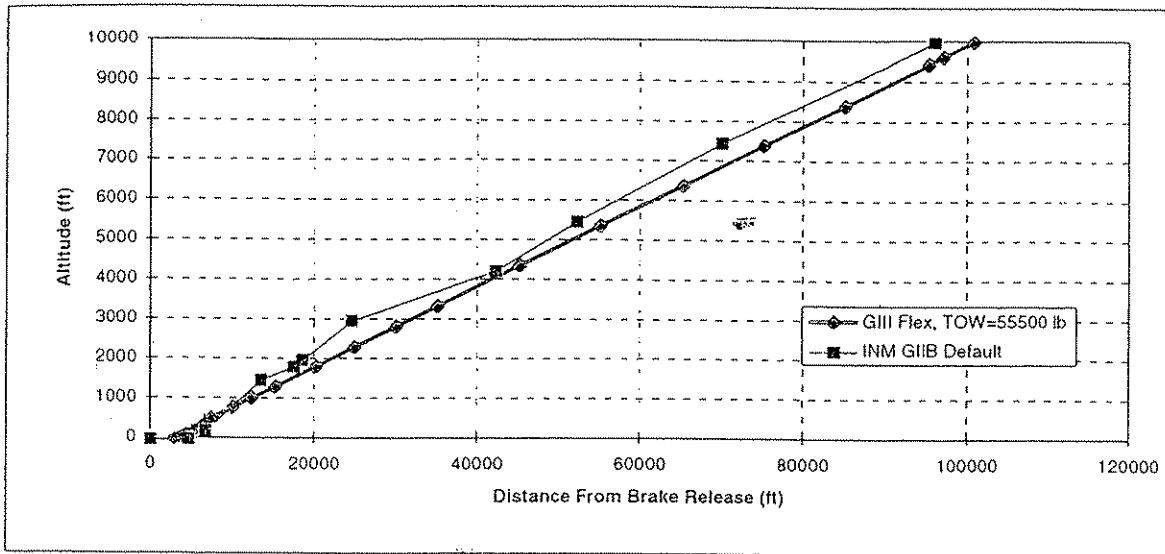
GIII, FLAPS 20, FLEX, TOW = 60,000 LB



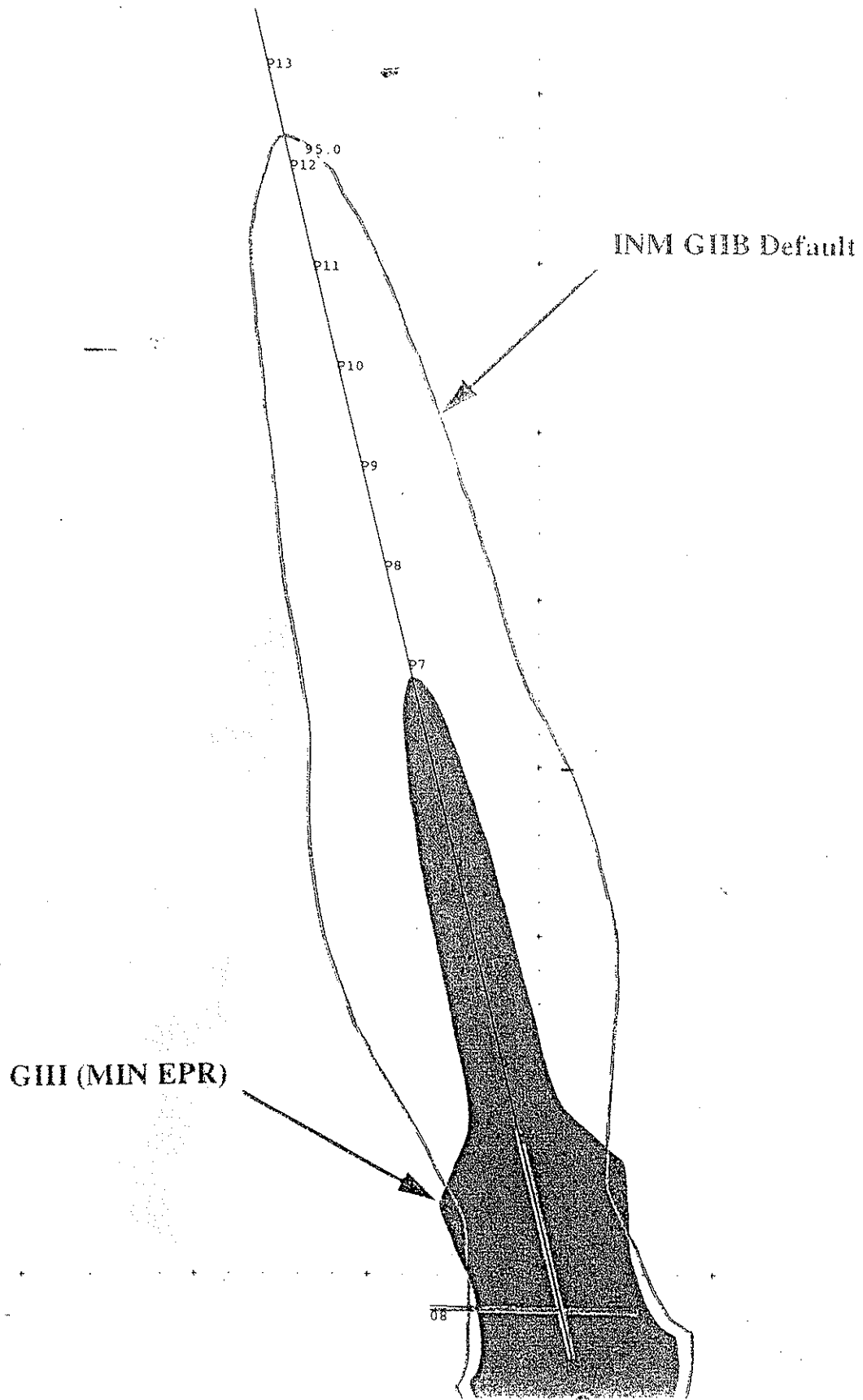
GIII, FLAPS 20, MIN EPR, TOW = 55,500 LB



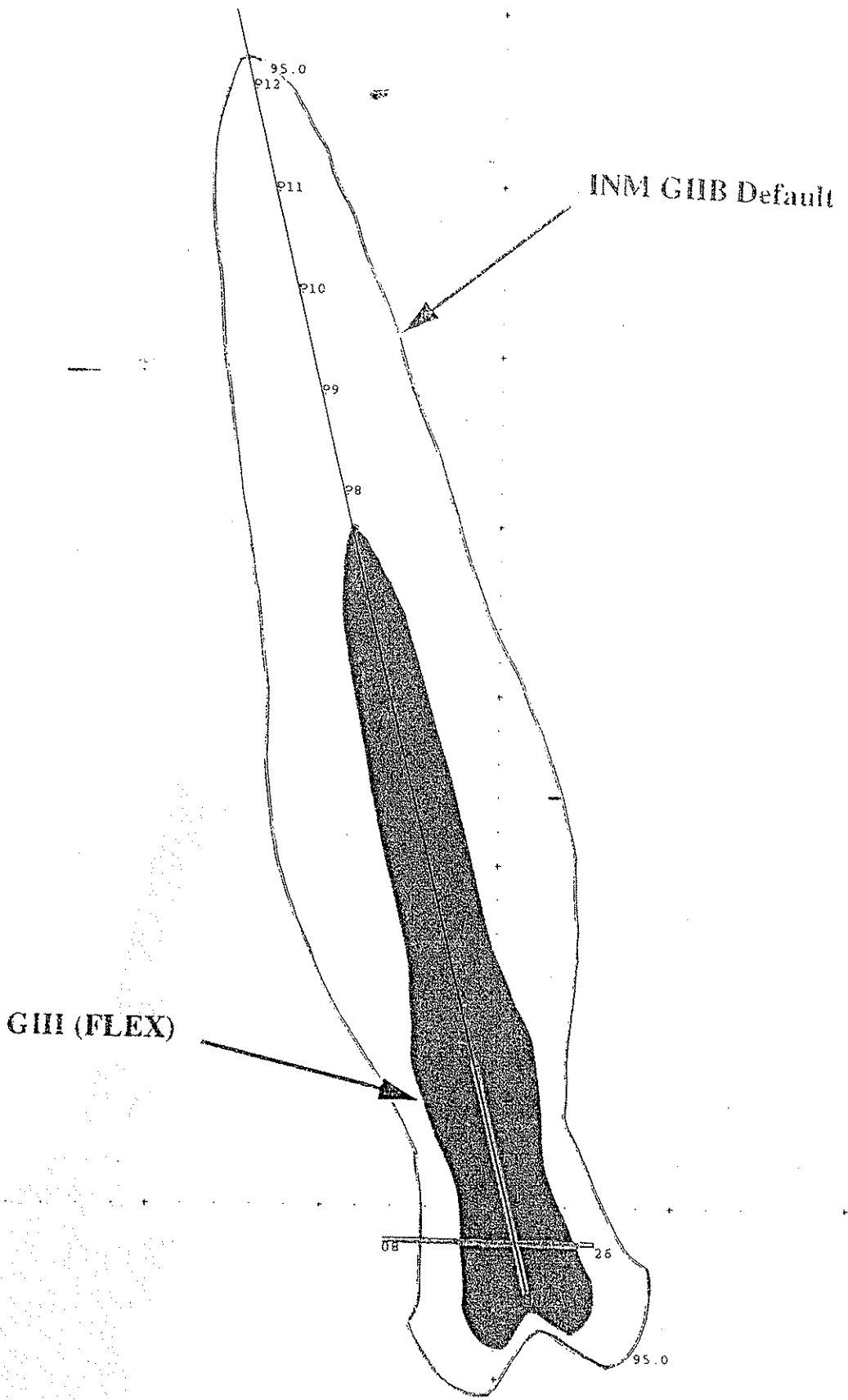
GIII, FLAPS 20, FLEX, TOW = 55,500 LB



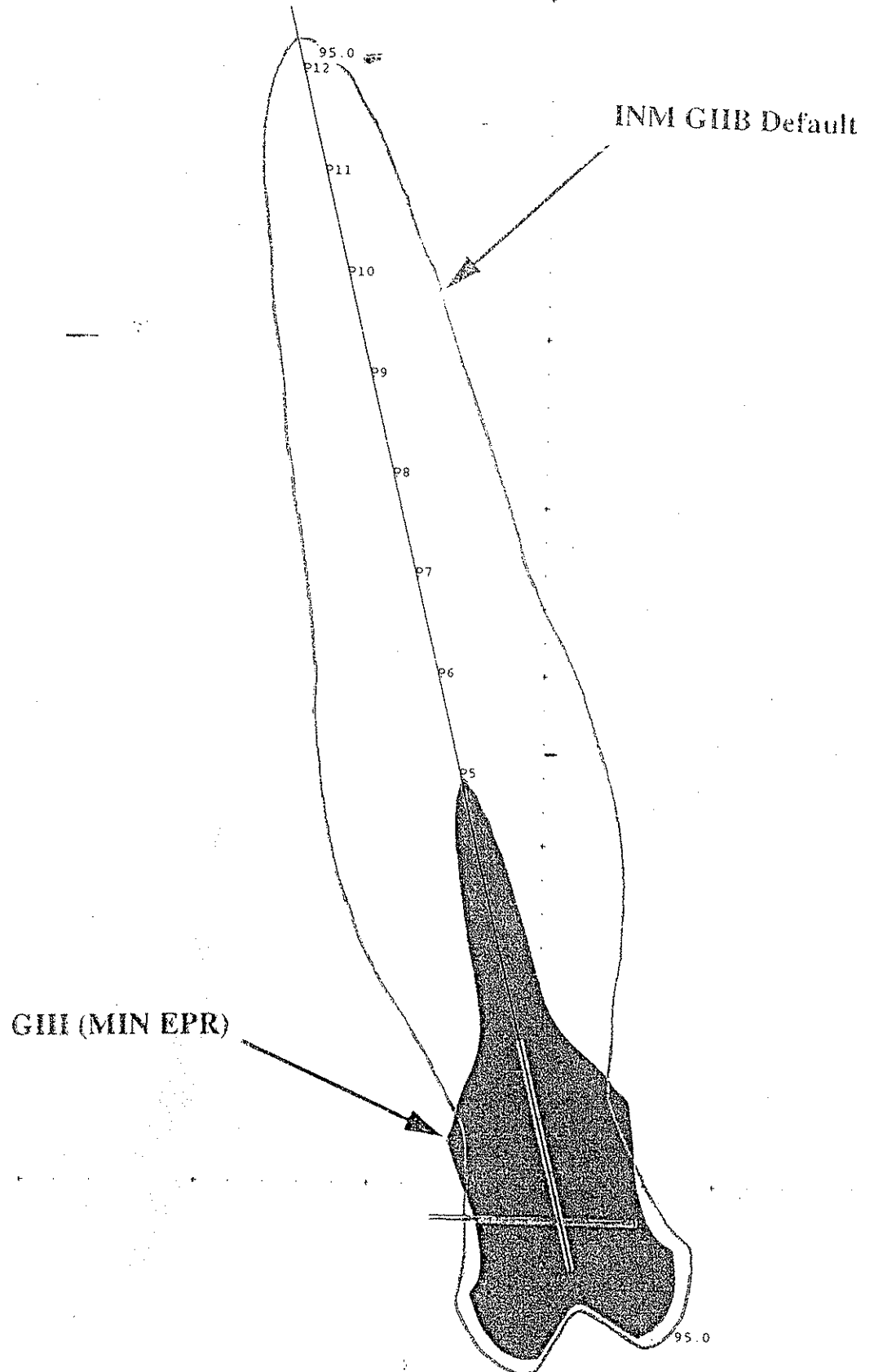
G-III
Quiet Flying - Takeoff (MIN EPR)
vs.
INM GIIB Default
95 dB SEL Contour Comparison



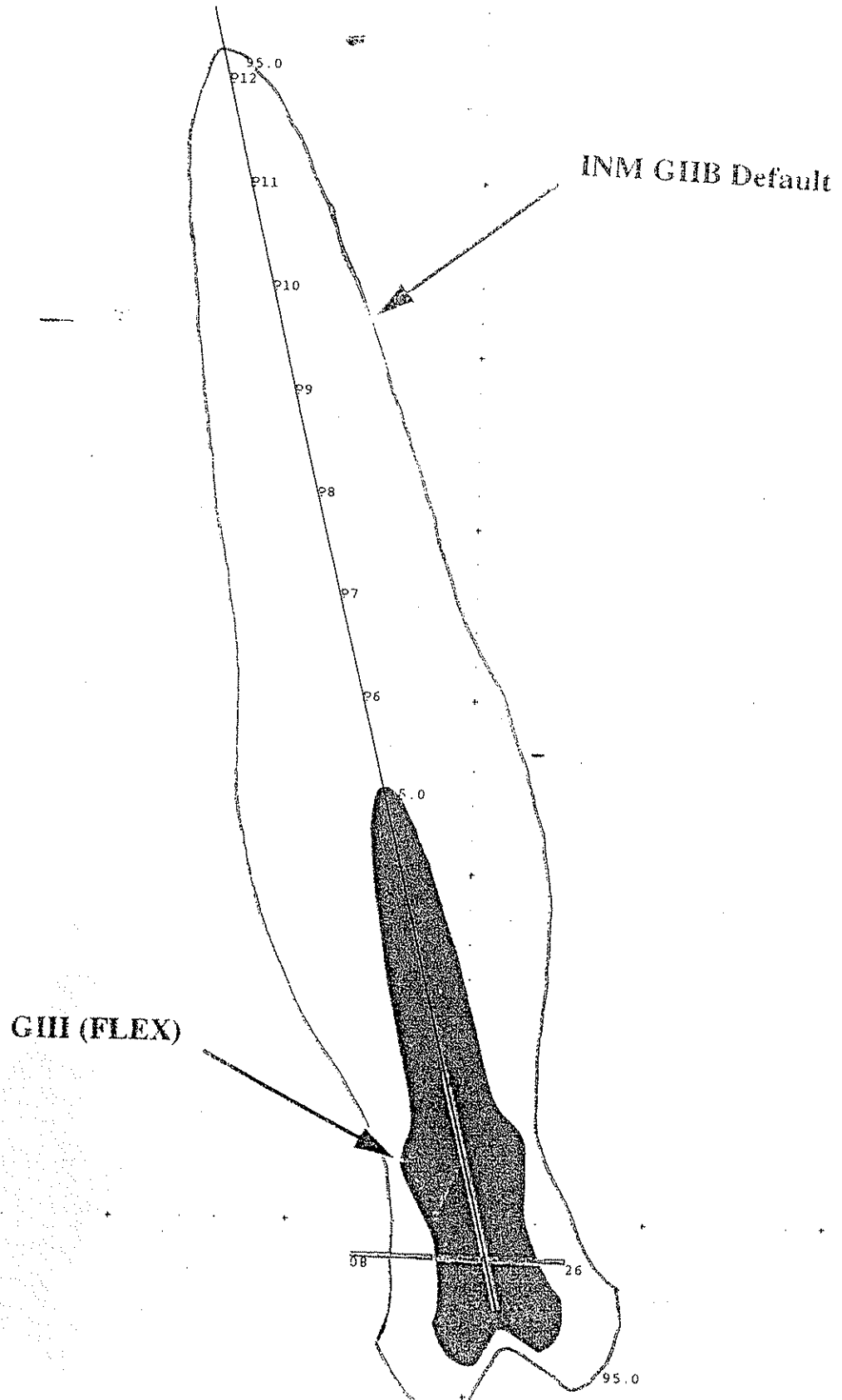
G-III
Quiet Flying - Takeoff (FLEX)
vs.
INM GIIB Default
95 dB SEL Contour Comparison



G-III (Night Time Limit)
Quiet Flying - Takeoff (MIN EPR)
vs.
INM GIIB Default
95 dB SEL Contour Comparison



G-III (Night Time Limit)
Quiet Flying - Takeoff (FLEX)
vs.
INM GIIB Default
95 dB SEL Contour Comparison



ATTACHMENT B

GULFSTREAM II

TAKEOFF QUIET FLYING PROFILES

AND

95 dB SEL NOISE CONTOURS

GII vs INM DEFAULT (GIIB)

Gulfstream®

GII, FLAPS 20, MIN EPR, TOW = 55,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G2QFL3	D	U	1	1	0.0	0.0	16.0	10200.0	N
G2QFL3	D	U	1	2	2454.3	0.0	148.0	10147.6	N
G2QFL3	D	U	1	3	2776.3	35.0	151.5	10147.6	N
G2QFL3	D	U	1	4	3830.1	151.4	162.0	10120.0	N
G2QFL3	D	U	1	5	4637.6	330.6	163.9	10157.0	N
G2QFL3	D	U	1	6	5176.7	457.8	164.2	8636.9	N
G2QFL3	D	U	1	7	5450.6	502.0	164.3	6710.6	N
G2QFL3	D	U	1	8	6552.7	642.8	164.6	6355.1	N
G2QFL3	D	U	1	9	8210.2	854.2	165.2	6404.4	N
G2QFL3	D	U	1	10	10150.6	1101.7	165.8	6462.5	N
G2QFL3	D	U	1	11	15173.3	1741.9	167.4	6616.0	N
G2QFL3	D	U	1	12	20244.5	2387.7	169.0	6775.2	N
G2QFL3	D	U	1	13	25450.1	3050.0	170.7	6943.3	N
G2QFL3	D	U	1	14	35177.7	4286.0	173.9	7270.4	N
G2QFL3	D	U	1	15	45179.9	5554.5	177.3	7625.4	N
G2QFL3	D	U	1	16	55077.7	6807.2	180.8	7996.4	N
G2QFL3	D	U	1	17	65171.5	8082.1	184.4	8396.2	N
G2QFL3	D	U	1	18	75155.4	9340.3	188.0	8814.3	N
G2QFL3	D	U	1	19	80399.8	10000.0	190.0	9043.4	N

GII, FLAPS 20, FLEX, TOW = 55,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G2QFL4	D	U	1	1	0.0	0.0	16.0	7900.0	N
G2QFL4	D	U	1	2	3182.8	0.0	150.0	7800.9	N
G2QFL4	D	U	1	3	3504.9	35.0	151.5	7800.9	N
G2QFL4	D	U	1	4	4539.9	142.6	156.4	7791.7	N
G2QFL4	D	U	1	5	5339.3	217.0	160.7	7776.0	N
G2QFL4	D	U	1	6	6430.2	359.9	163.9	7780.9	N
G2QFL4	D	U	1	7	6976.3	454.0	164.2	7057.4	N
G2QFL4	D	U	1	8	7251.1	492.2	164.3	6320.4	N
G2QFL4	D	U	1	9	8353.0	632.8	164.6	6352.8	N
G2QFL4	D	U	1	10	10010.3	844.3	165.1	6402.0	N
G2QFL4	D	U	1	11	15013.7	1482.2	166.7	6553.2	N
G2QFL4	D	U	1	12	20065.1	2125.7	168.3	6710.1	N
G2QFL4	D	U	1	13	27328.5	3050.0	170.7	6943.3	N
G2QFL4	D	U	1	14	34938.6	4017.1	173.2	7197.7	N
G2QFL4	D	U	1	15	45195.3	5318.4	176.7	7557.8	N
G2QFL4	D	U	1	16	55056.8	6567.0	180.1	7923.6	N
G2QFL4	D	U	1	17	65112.6	7837.6	183.7	8317.7	N
G2QFL4	D	U	1	18	75057.9	9091.5	187.3	8729.7	N
G2QFL4	D	U	1	19	82278.1	10000.0	190.0	9043.4	N

GII, FLAPS 20, MIN EPR, TOW = 47,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G2QFL6	D	U	1	1	0.0	0.0	16.0	10220.0	N
G2QFL6	D	U	1	2	1814.0	0.0	140.0	10202.5	N
G2QFL6	D	U	1	3	2357.0	61.8	146.6	10202.5	N
G2QFL6	D	U	1	4	3094.3	236.3	151.4	10235.3	N
G2QFL6	D	U	1	5	3582.0	392.0	151.7	10256.4	N
G2QFL6	D	U	1	6	3828.2	463.1	151.9	8569.4	N
G2QFL6	D	U	1	7	4335.4	539.6	152.1	5410.1	N
G2QFL6	D	U	1	8	4590.4	569.9	152.1	5416.0	N
G2QFL6	D	U	1	9	5610.8	700.7	152.4	5441.9	N
G2QFL6	D	U	1	10	8170.4	1028.9	153.2	5507.6	N
G2QFL6	D	U	1	11	12033.3	1524.0	154.3	5608.3	N
G2QFL6	D	U	1	12	15144.3	1922.5	155.2	5691.1	N
G2QFL6	D	U	1	13	20108.4	2558.0	156.7	5826.0	N
G2QFL6	D	U	1	14	25120.4	3199.1	158.2	5966.0	N
G2QFL6	D	U	1	15	35022.2	4464.3	161.3	6254.2	N
G2QFL6	D	U	1	16	45118.6	5752.2	164.5	6564.7	N
G2QFL6	D	U	1	17	55137.8	7027.9	167.8	6890.6	N
G2QFL6	D	U	1	18	65072.6	8290.6	171.1	7232.3	N
G2QFL6	D	U	1	19	75207.8	9576.3	174.6	7601.2	N
G2QFL6	D	U	1	20	78552.5	10000.0	175.8	7727.6	N

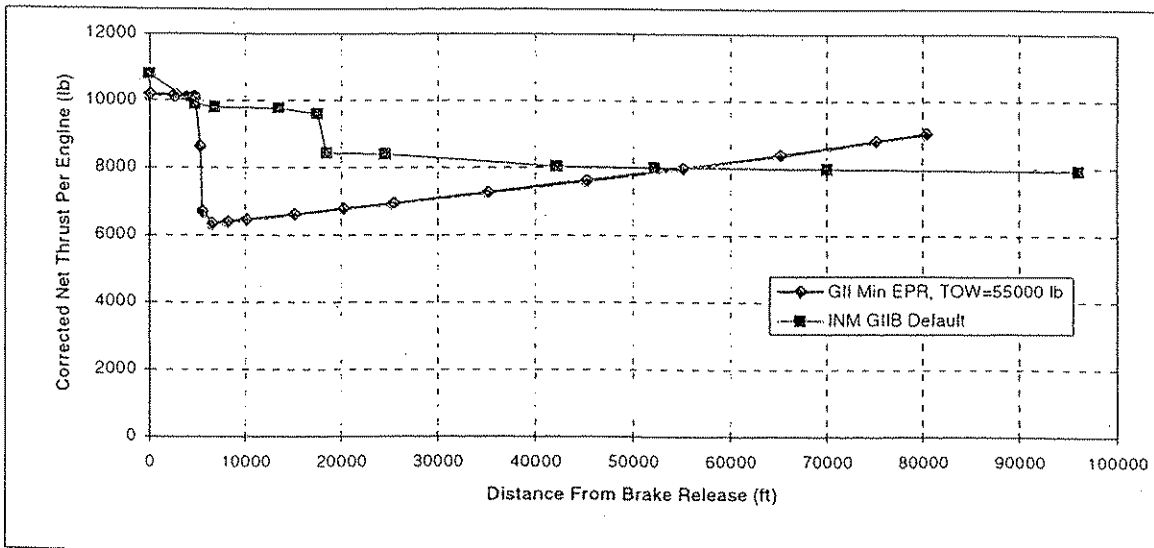
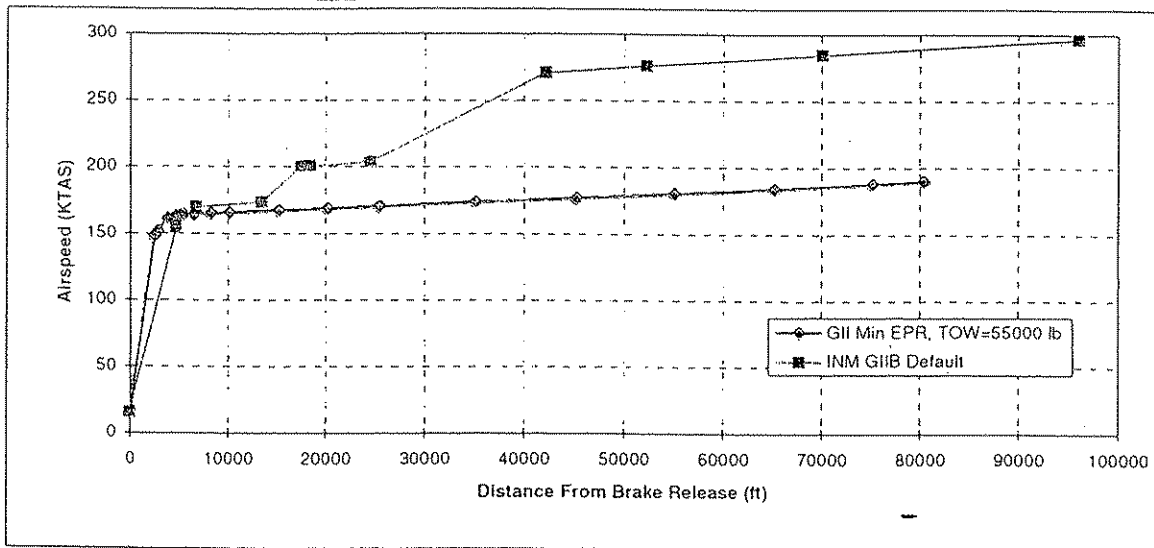
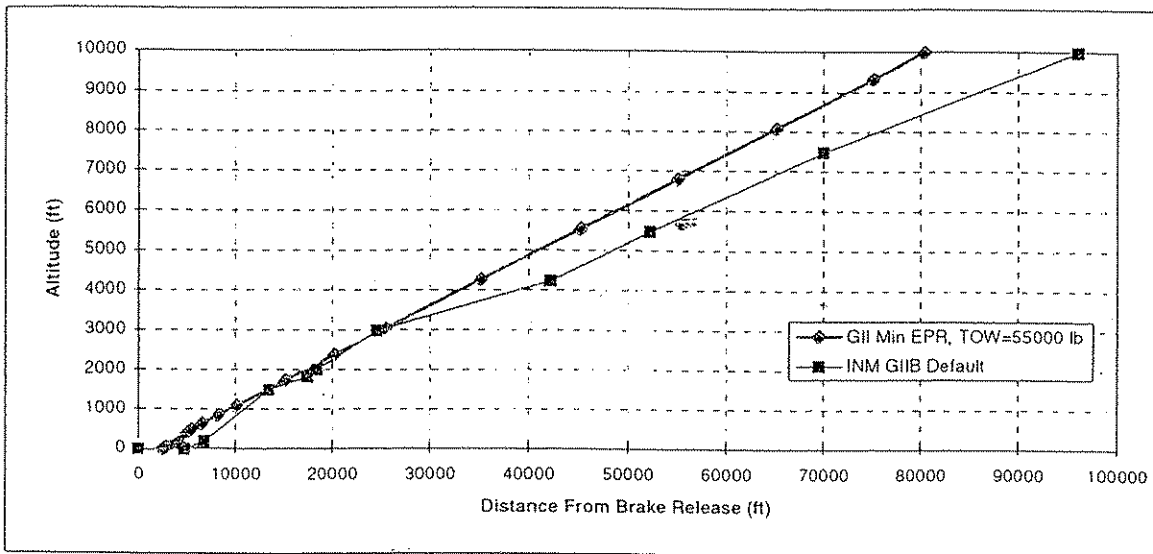
GII, FLAPS 20, FLEX, TOW = 47,000 LB

					DISTANCE (FT)	ALTITUDE (FT)	KTAS	FN/DELTA (LB)	
G2QFL2	D	U	1	1	0.0	0.0	16.0	7900.0	N
G2QFL2	D	U	1	2	2312.0	0.0	138.0	7900.0	N
G2QFL2	D	U	1	3	2610.7	35.0	143.1	7859.0	N
G2QFL2	D	U	1	4	3597.2	148.5	150.6	7834.8	N
G2QFL2	D	U	1	5	4598.1	356.9	151.6	7869.8	N
G2QFL2	D	U	1	6	5354.0	497.6	152.0	5401.8	N
G2QFL2	D	U	1	7	10213.2	1120.7	153.4	5526.1	N
G2QFL2	D	U	1	8	15117.0	1749.2	154.8	5654.9	N
G2QFL2	D	U	1	9	20592.9	2450.2	156.5	5802.8	N
G2QFL2	D	U	1	10	25280.9	3050.0	157.9	5933.1	N
G2QFL2	D	U	1	11	35212.4	4319.2	160.9	6220.3	N
G2QFL2	D	U	1	12	45011.3	5569.4	164.0	6519.6	N
G2QFL2	D	U	1	13	55001.9	6841.9	167.3	6841.9	N
G2QFL2	D	U	1	14	65193.6	8137.5	170.7	7189.8	N
G2QFL2	D	U	1	15	75012.5	9383.4	174.1	7544.4	N
G2QFL2	D	U	1	16	78230.9	9791.3	175.2	7665.0	N
G2QFL2	D	U	1	17	79879.0	10000.0	175.8	7727.6	N

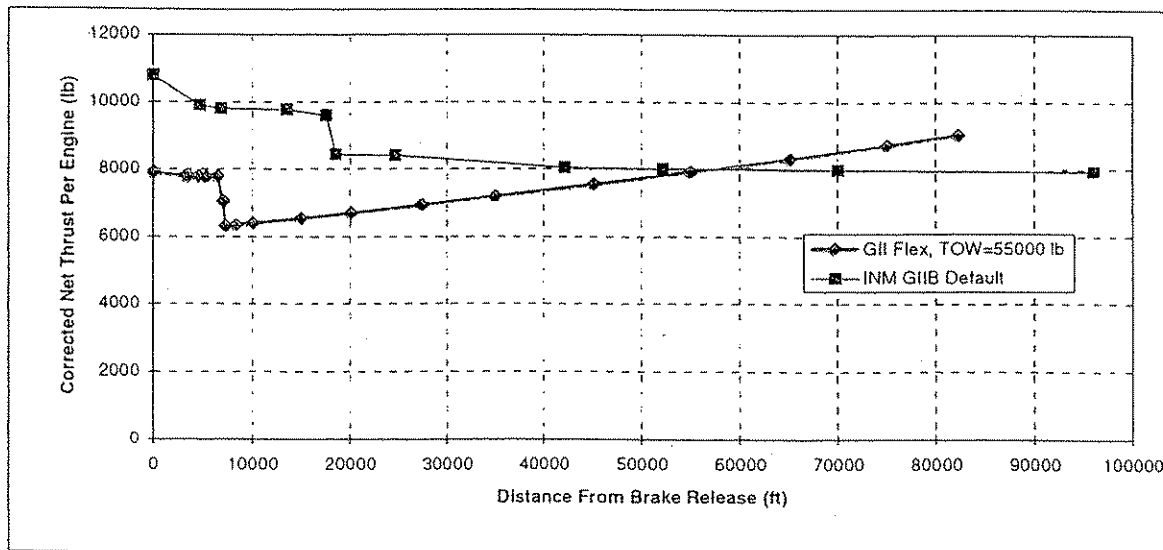
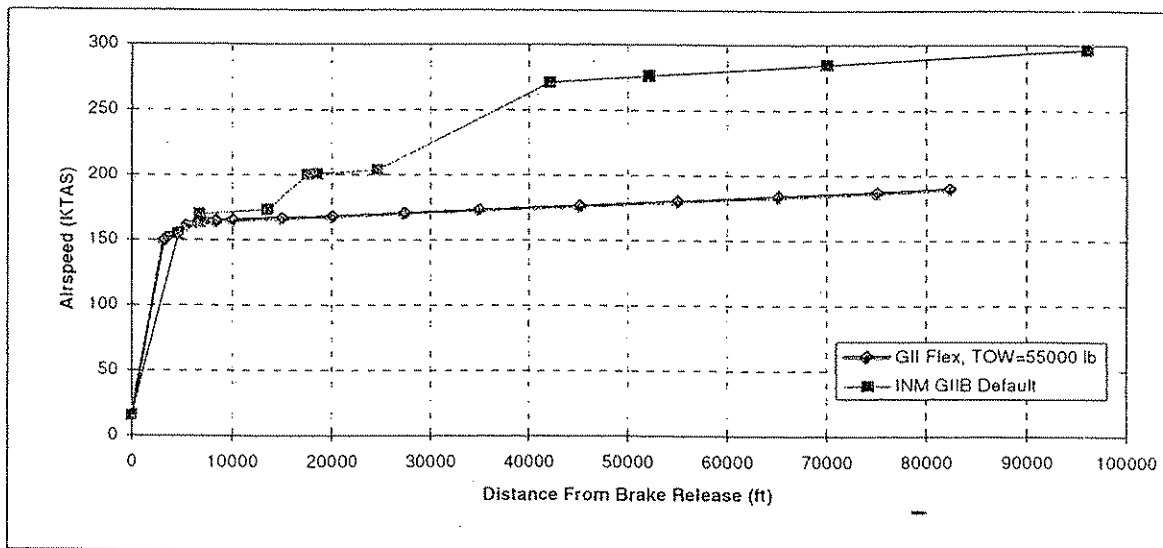
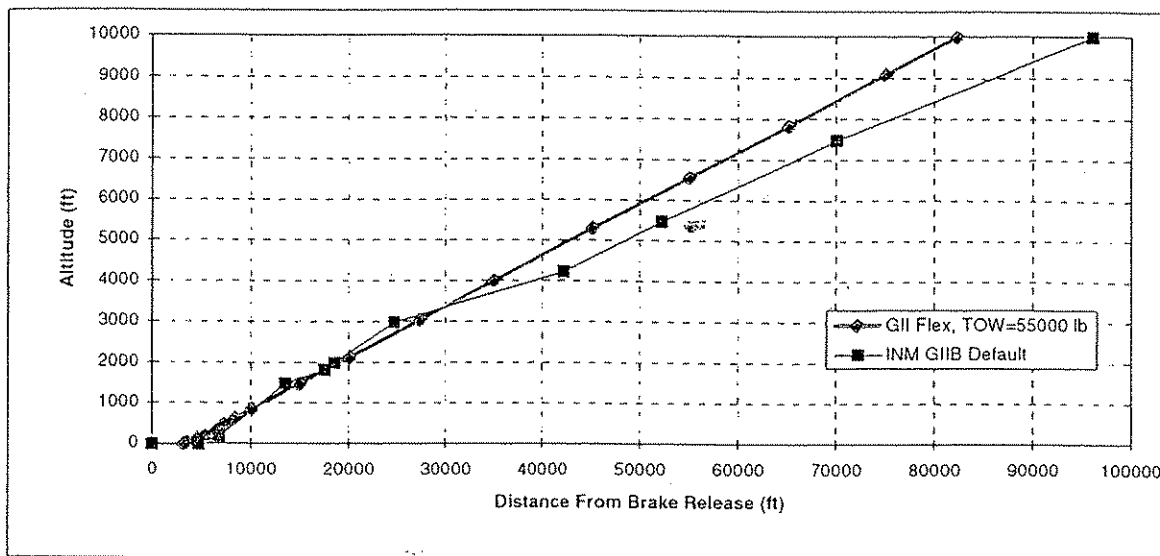
SEL Comparison of Standard INM LEAR25 and GII Profiles to Gulfstream II Profiles

Grid Point	Distance From Takeoff Roll (nm)	Standard INM Lear 25 (SEL)	Standard INM GII B (SEL)	GII FLEX 47000 lb (SEL)	GII Min EPR 47000 lb (SEL)	GII FLEX 55000 lb (SEL)	GII Min EPR 55000 lb (SEL)
1	0.5	149.0	150.0	121.0	124.2	140.2	129.4
2	1.0	124.9	125.8	102.7	101.1	114.0	107.3
3	1.5	114.6	116.1	99.2	98.0	104.6	102.6
4	2.0	109.0	111.1	96.8	96.0	101.6	100.1
5	2.5	105.6	108.1	95.1	94.5	99.4	98.3
6	3.0	102.9	104.9	93.7	93.1	97.6	96.7
7	3.5	99.6	101.2	92.5	92.1	96.2	95.4
8	4.0	97.6	99.5	91.6	91.2	94.9	94.3
9	4.5	96.1	98.1	90.7	90.4	94.0	93.4
10	5.0	95.0	97.1	90.0	89.6	93.0	92.5
11	5.5	93.9	96.1	89.4	89.0	92.3	92.0
12	6.0	92.9	95.2	88.6	88.3	91.6	91.2
13	6.5	91.7	94.4	87.8	87.6	90.9	90.5
14	7.0	90.4	93.4	87.4	87.2	90.4	90.1
15	7.5	89.4	92.5	86.9	86.7	89.9	89.6
16	8.0	88.3	91.6	86.3	86.2	89.4	89.2
17	8.5	87.4	90.9	86.0	85.8	89.0	88.8
18	9.0	86.4	90.1	85.6	85.4	88.7	88.5
19	9.5	85.6	89.4	85.2	85.0	88.3	88.1
20	10.0	84.6	88.7	84.8	84.7	88.1	87.9

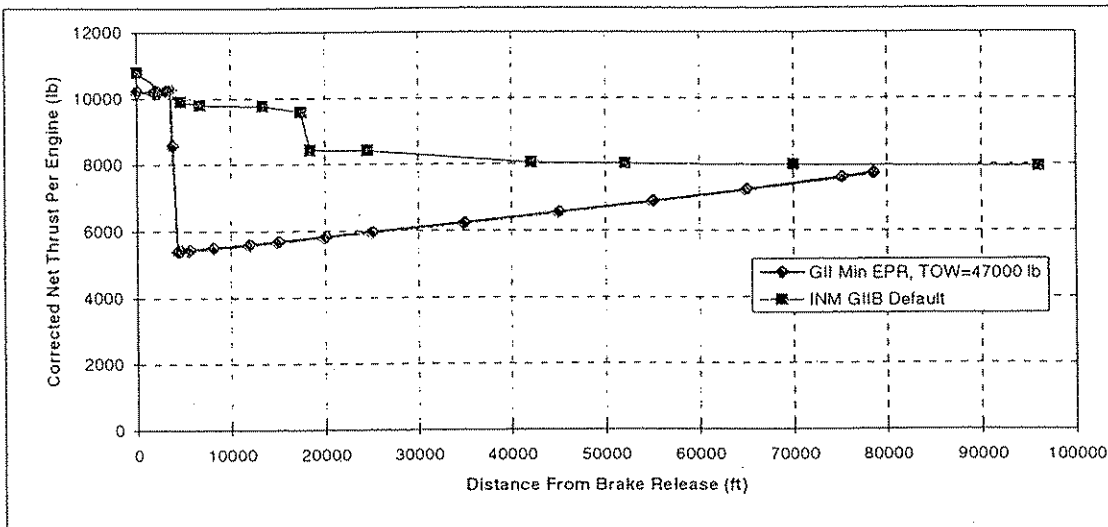
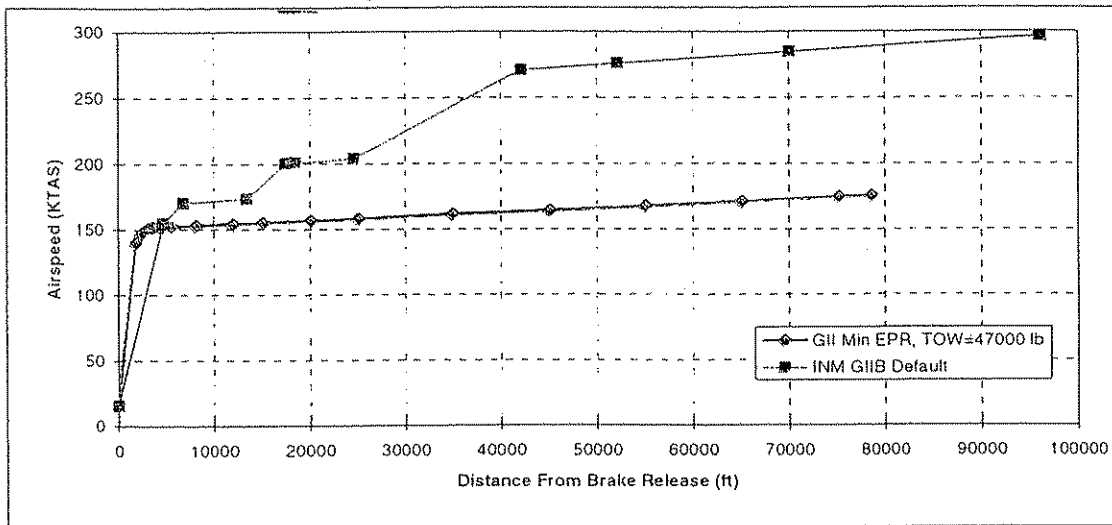
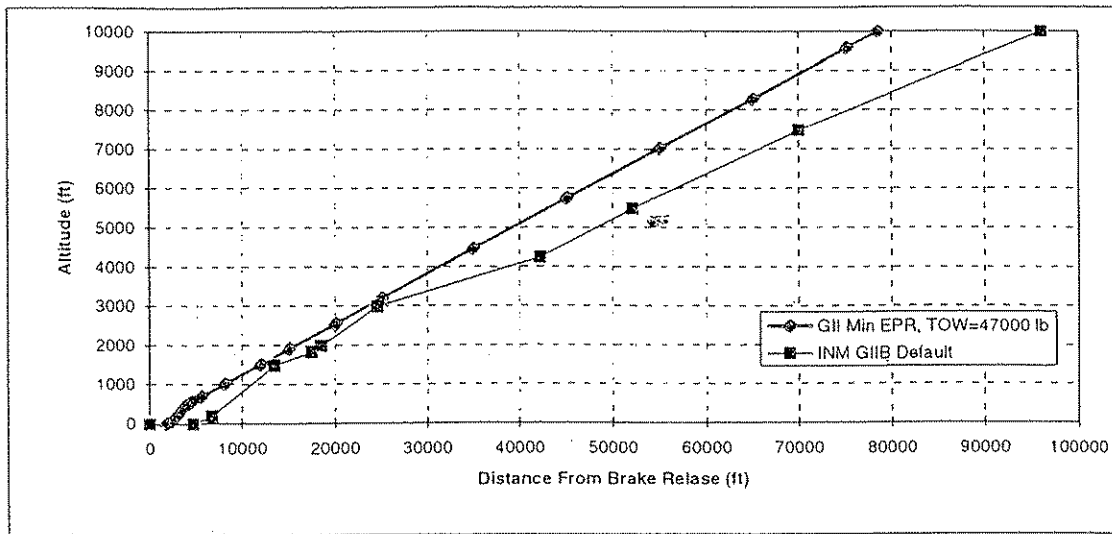
GII, FLAPS 20, MIN EPR, TOW = 55,000 LB



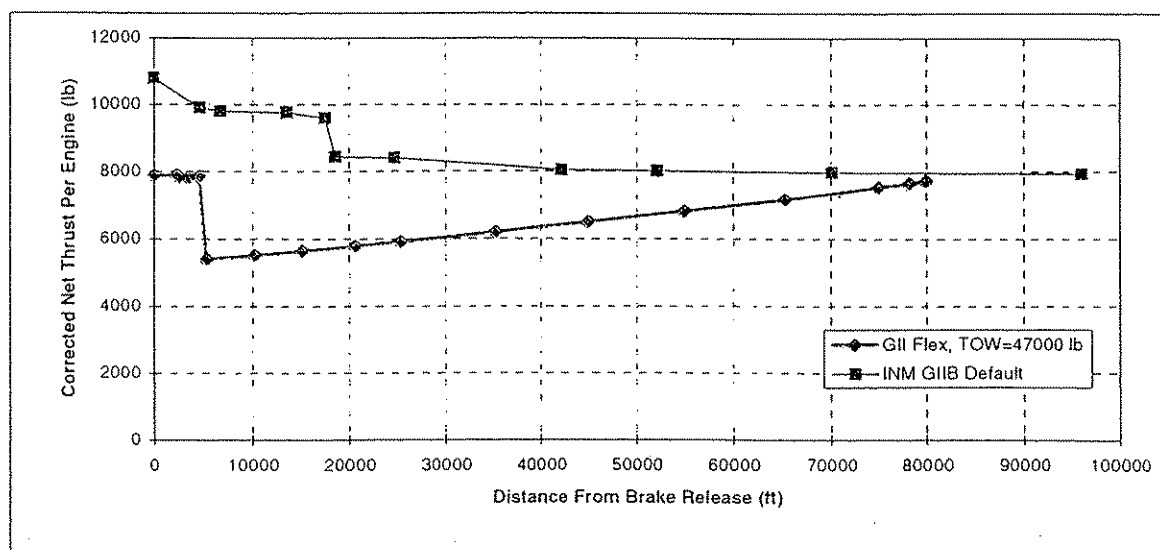
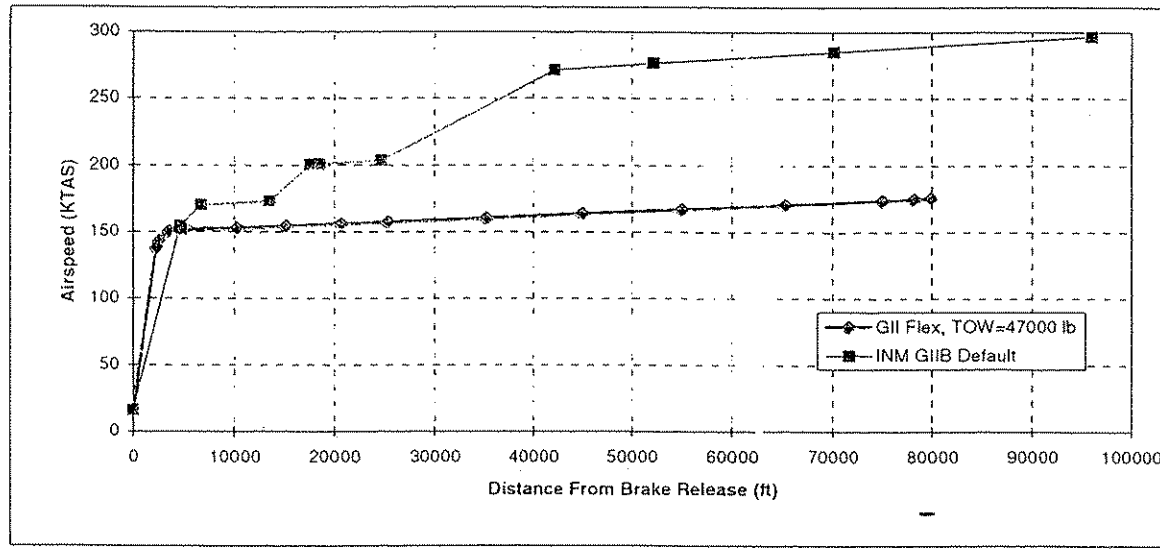
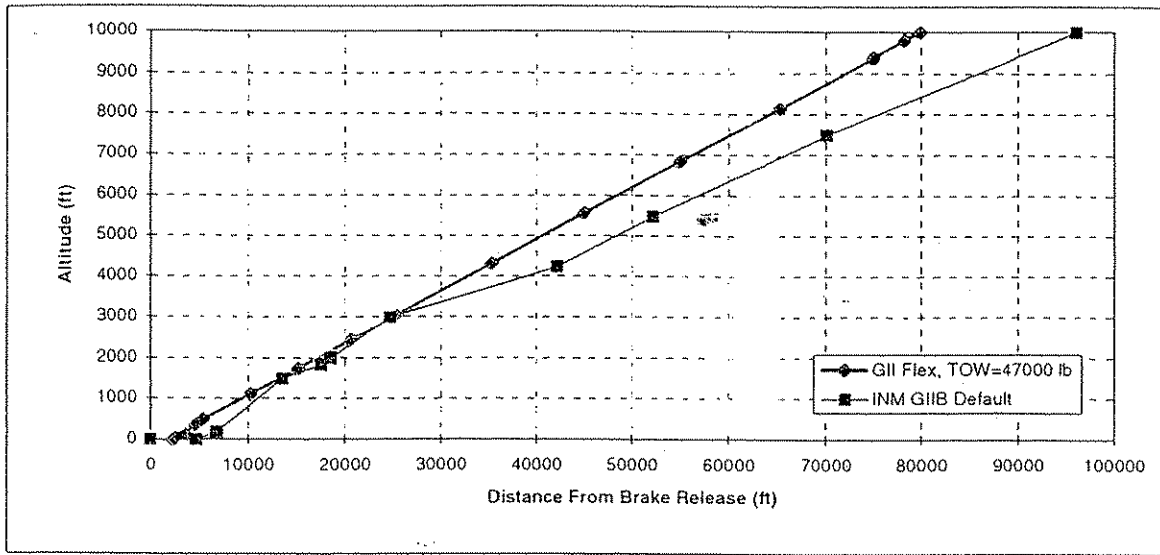
GII, FLAPS 20, FLEX, TOW = 55,000 LB



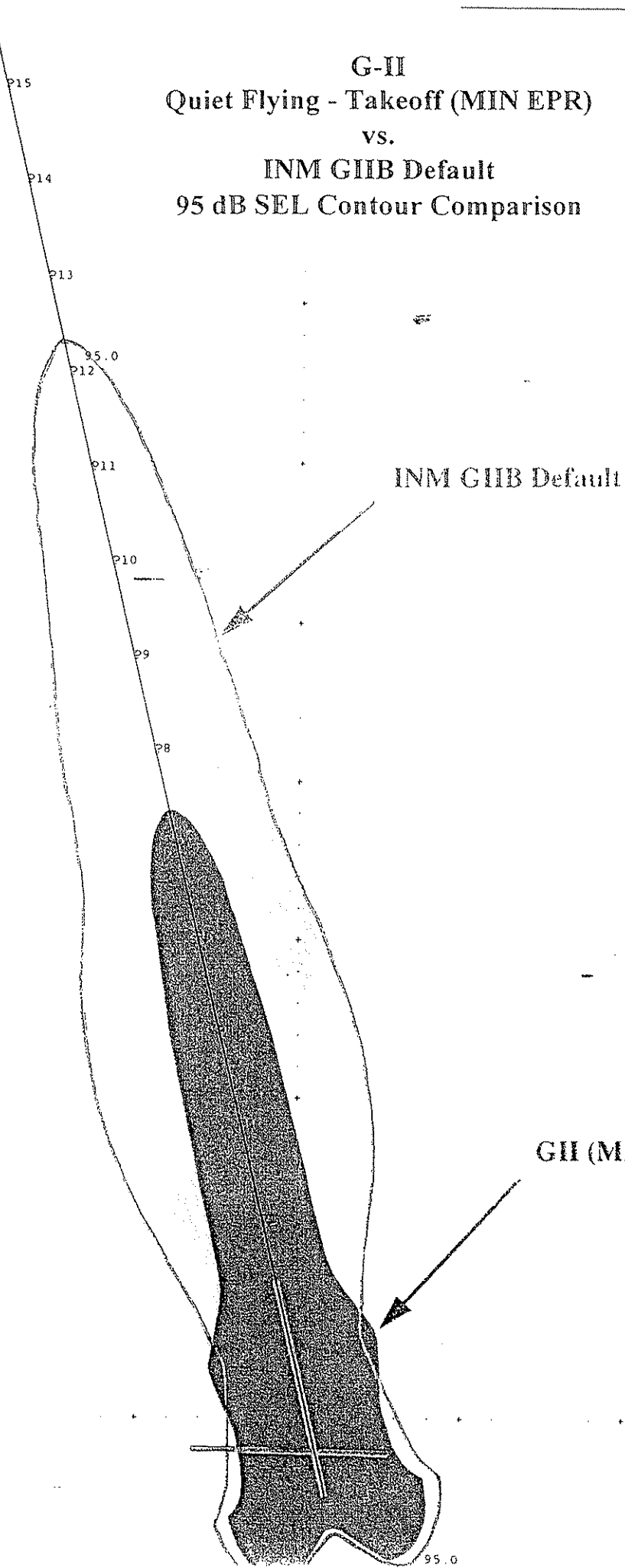
GII, FLAPS 20, MIN EPR, TOW = 47,000 LB



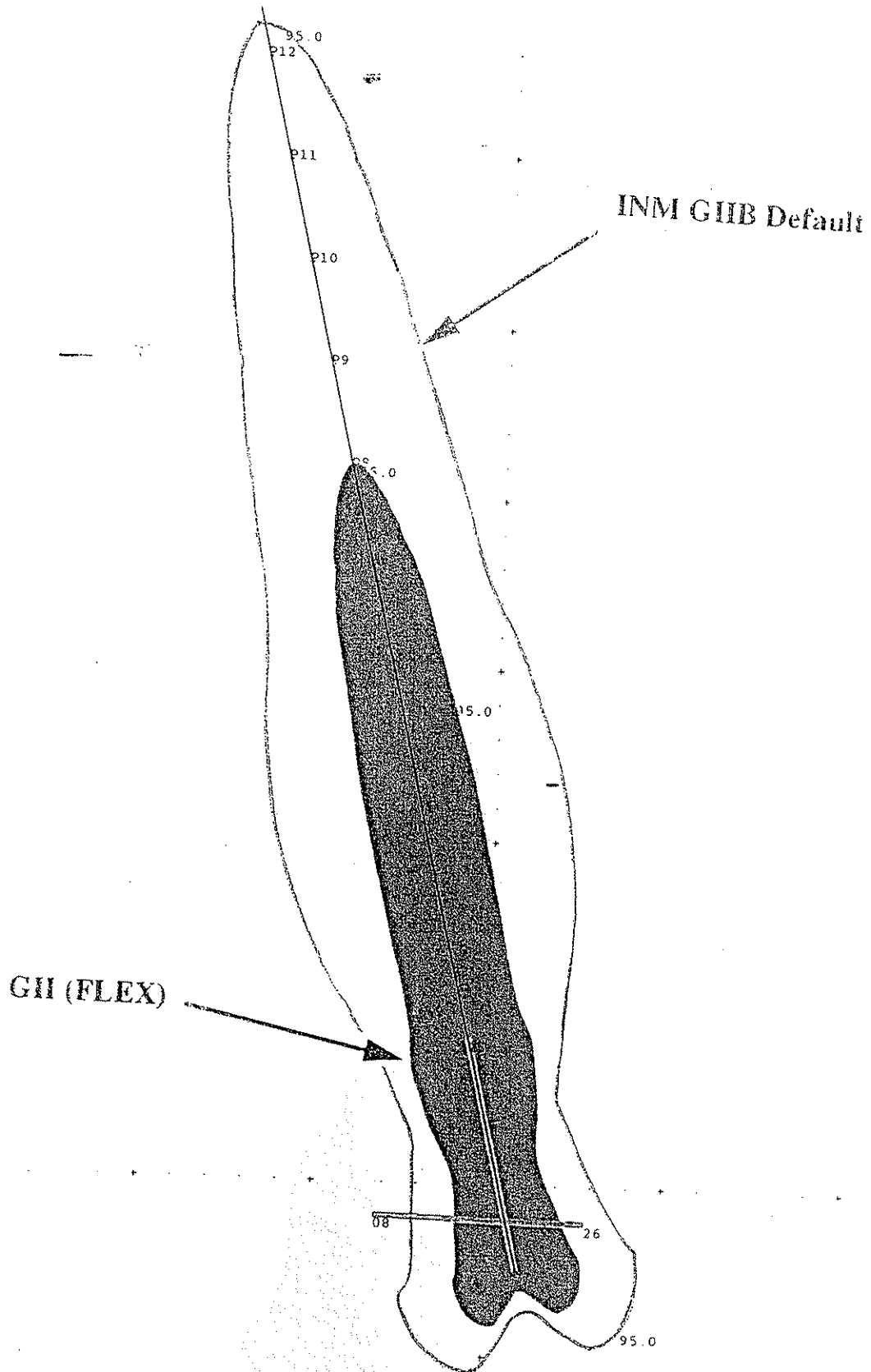
GII, FLAPS 20, FLEX, TOW = 47,000 LB



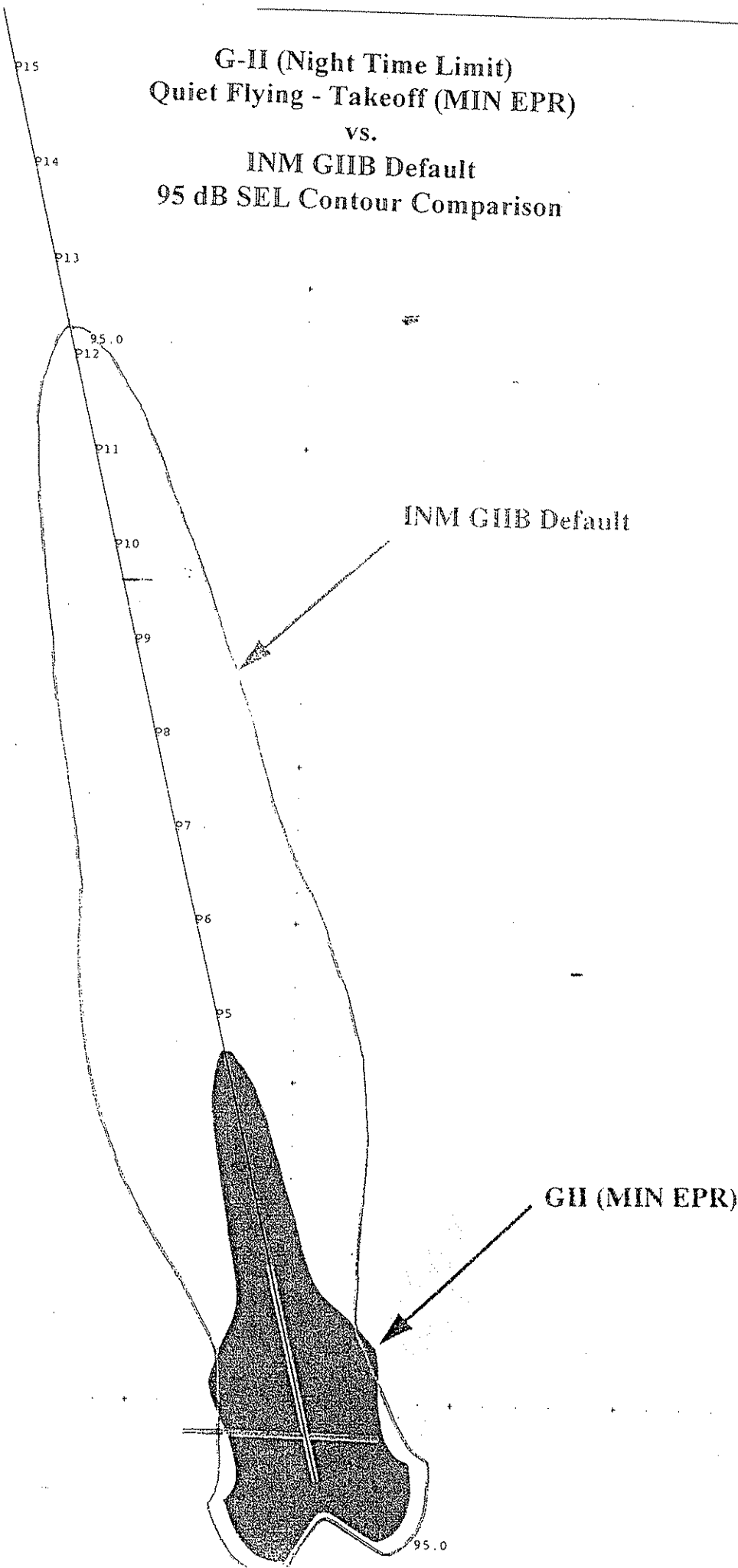
G-II Quiet Flying - Takeoff (MIN EPR) vs. INM GIIB Default 95 dB SEL Contour Comparison



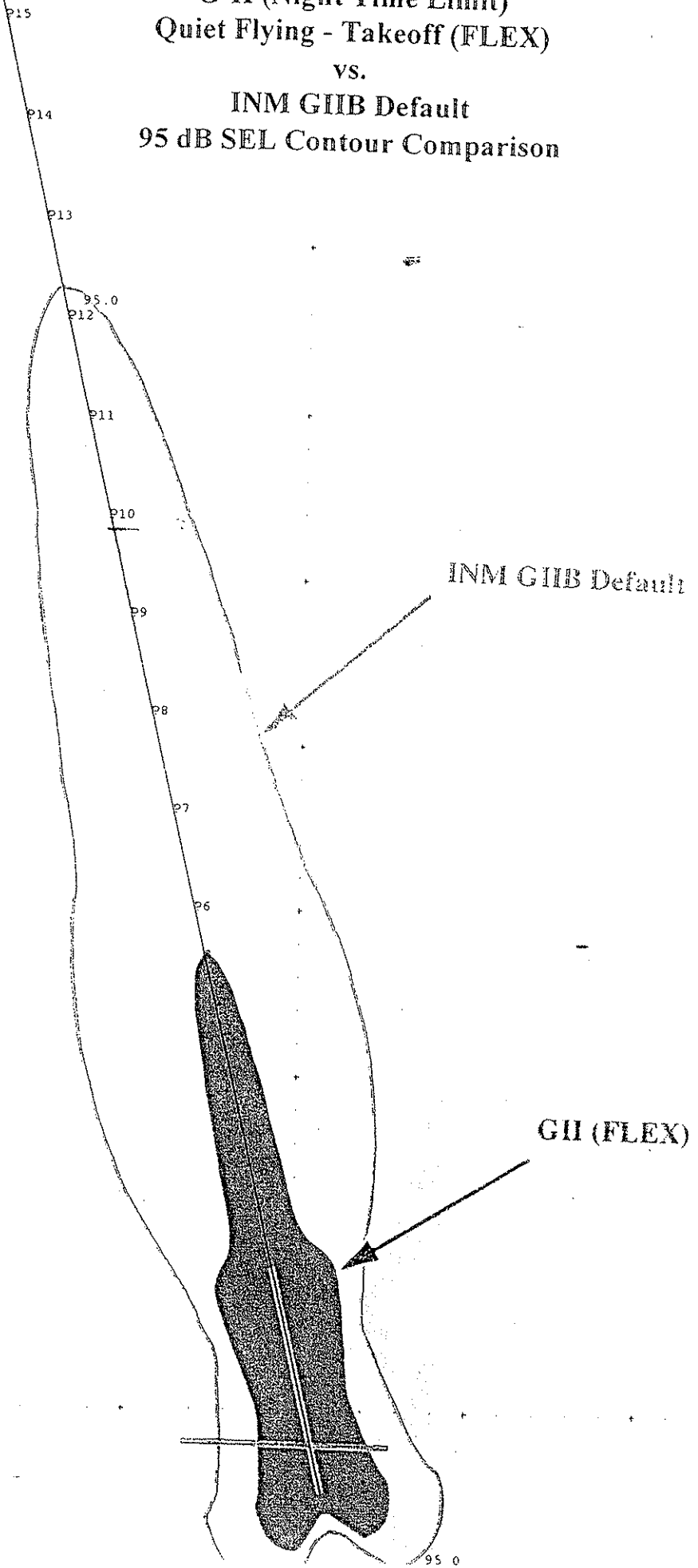
G-II
Quiet Flying - Takeoff (FLEX)
vs.
INM GIIB Default
95 dB SEL Contour Comparison



G-II (Night Time Limit) Quiet Flying - Takeoff (MIN EPR) vs. INM GIIB Default 95 dB SEL Contour Comparison



G-II (Night Time Limit) Quiet Flying - Takeoff (FLEX) vs. INM GIIB Default 95 dB SEL Contour Comparison



ATTACHMENT C
GULFSTREAM II & III
— (WITH HUSHKIT)

NOISE CURVES

Gulfstream®

GII & GIII HUSHKIT - NPD

EPNL

Distance (ft)	1000	2000	4000	6000	8000	10000 <== Fn/delta
200	89.0	94.1	104.3	110.3	117.3	123.9
400	85.1	90.2	100.4	106.4	113.4	120.0
630	82.1	87.2	97.4	103.4	110.4	117.0
1000	78.7	83.8	94.0	100.0	107.0	113.6
2000	72.9	78.0	88.2	94.2	101.2	107.8
4000	66.4	71.5	81.7	87.7	94.7	101.3
6300	61.7	66.8	77.0	83.0	90.0	96.6
10000	56.5	61.6	71.8	77.8	84.8	91.4
16000	50.9	56.0	66.2	72.2	79.2	85.8
25000	45.2	50.3	60.5	66.5	73.5	80.1

SEL

Distance (ft)	1000	2000	4000	6000	8000	10000 <== Fn/delta
200	89.4	93.5	101.7	111.8	117.3	123.9
400	85.5	89.6	97.8	107.9	113.4	120.0
630	82.5	86.6	94.8	104.9	110.4	117.0
1000	79.1	83.2	91.4	101.5	107.0	113.6
2000	73.3	77.4	85.6	95.7	101.2	107.8
4000	66.8	70.9	79.1	89.2	94.7	101.3
6300	62.1	66.2	74.4	84.5	90.0	96.6
10000	56.9	61.0	69.2	79.3	84.8	91.4
16000	51.3	55.4	63.6	73.7	79.2	85.8
25000	45.6	49.7	57.9	68.0	73.5	80.1

The above NPD is presented in the same form as defined in the INM.

Gulfstream

Gulfstream Aerospace Corporation

APPENDIX B

Gulfstream Data Packet Submittal for the Van Nuys Part 150

Gulfstream®

AEROSPACE CORPORATION

April 24, 2000

Mr. Scott Carpenter
Landrum & Brown
11011 King Street, Suite 108
Overland Park, KS 66210

Dear Mr. Carpenter:

Gulfstream Aerospace Corporation has developed an operational technique for its Spey powered aircraft (GII, GIIB and GIII) which has been named "Quiet Flying". The techniques are presented in a Quiet Flying Manual specific to each type of aircraft. These techniques have been the recommended normal procedures for routine operations since 1981.

The profile points defined for the GII and GIII are based on the same climb performance database used to define the FAA approved Flight Manual and the Quiet Flying Manual. The profiles are the same ones sent to Burbank Airport for use in their Part 150 Study and are appropriate for Van Nuys Airport Part 150.

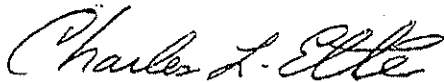
The profile points are in standard INM "profile point" format. The altitude is above the field elevation (of runway) in feet, the speed is true airspeed in knots and the thrust settings are provided in corrected net thrust (Fn/delta).

Gulfstream Aerospace recommends that these takeoff profiles be used in the INM for the Van Nuys Part 150 study.

Attachment C contains the Noise-Power-Distance (NPD) database as defined in GAC-CR-101. This report is the basis for the FAA approved Noise data which results from the use of Quiet Flying by the Spey powered Gulfstream fleet with Stage 2 Hushkit. The thrust values in the NPD are also defined in corrected net thrust (Fn/delta), thus consistent with INM recommend procedures.

Gulfstream respectfully submits this data for your approval for the Van Nuys 150 study.

Best Regards



Charles L. Etter

General Considerations:

The Quiet Flying departure can be performed using a "Min EPR" or "Flex" technique. The Flex technique is a reduced thrust takeoff based on an "assumed temperature method", while the "Min EPR" technique using maximum thrust. Both techniques reduce thrust to a level of Quiet Flying "Climb EPR" which will produce at least a 1.2% climb gradient in the event of an engine failure without advancing the power.

Assumptions:

- 1) Elevation: 775.0
- 2) Temperature 64.7 degrees F
- 3) Pressure: 29.92 inHg
- 4) Wind: 8 knt (Head Wind)
- 5) GII TOW = $85\% * (64,800) = 55,000$ lbs
- 6) GIII TOW = $85\% * (69,700) = 60,000$ lbs

List Of Attachments

- A) GIII Takeoff Quiet Flying Profiles
- B) GII Takeoff Quiet Flying Profiles
- C) Noise Curves for GII & GIII (with Hushkit)

ATTACHMENT A

GIII

TAKEOFF QUIET FLYING PROFILES

GIII, FLAPS 20, MIN EPR, TOW = 60,000 LBS

ACFT ID	OP	TYPE	PROF ID1	PROF ID2	PT_NUM	DISTANCE	ALTITUDE	SPEED	THR SET	CURVE	TYPE
G3QFL6	D	U	1		1	0.0	0.0	16.0	10200.00	N	
G3QFL6	D	U	1		2	2526.2	0.0	134.0	10197.70	N	
G3QFL6	D	U	1		3	2967.8	35.0	145.0	10197.70	N	
G3QFL6	D	U	1		4	3972.6	141.1	153.8	10180.00	N	
G3QFL6	D	U	1		5	4233.6	165.6	156.4	10169.00	N	
G3QFL6	D	U	1		6	5287.5	369.6	159.9	10192.50	N	
G3QFL6	D	U	1		7	6084.9	511.1	160.2	5590.80	N	
G3QFL6	D	U	1		8	7702.0	675.8	160.6	5624.40	N	
G3QFL6	D	U	1		9	10135.1	923.6	161.2	5675.50	N	
G3QFL6	D	U	1		10	15028.3	1421.6	162.4	5779.90	N	
G3QFL6	D	U	1		11	20233.1	1950.9	163.7	5893.40	N	
G3QFL6	D	U	1		12	25202.3	2456.0	164.9	6004.20	N	
G3QFL6	D	U	1		13	31050.6	3050.0	166.4	6137.60	N	
G3QFL6	D	U	1		14	31327.4	3078.1	166.5	6144.00	N	
G3QFL6	D	U	1		15	34973.9	3448.2	167.4	6229.00	N	
G3QFL6	D	U	1		16	45180.0	4483.1	170.1	6474.40	N	
G3QFL6	D	U	1		17	54969.1	5474.3	172.7	6720.20	N	
G3QFL6	D	U	1		18	64909.3	6479.3	175.3	6980.80	N	
G3QFL6	D	U	1		19	75006.3	7498.5	178.1	7257.60	N	
G3QFL6	D	U	1		20	84961.9	8501.8	180.9	7542.80	N	
G3QFL6	D	U	1		21	95076.6	9519.4	183.9	7845.90	N	
G3QFL6	D	U	1		22	99858.8	10000.0	185.2	7994.00	N	

GIII, FLAPS 20, FLEX, TOW = 60,000 LBS

ACFT	ID	OP	TYPE	PROF	ID1	PROF	ID2	PT	NUM	DISTANCE	ALTITUDE	SPEED	THR	SET	CURVE	TYPE
G3QFL7	D		U		1			1		0.0	0.0	16.0		7900.00	N	
G3QFL7	D		U		1			2		3492.6	0.0	136.1		7874.40	N	
G3QFL7	D		U		1			3		4104.7	35.0	141.7		7874.40	N	
G3QFL7	D		U		1			4		4828.3	99.8	145.0		7866.80	N	
G3QFL7	D		U		1			5		5322.0	137.2	148.2		7850.90	N	
G3QFL7	D		U		1			6		6082.3	199.0	152.7		7830.20	N	
G3QFL7	D		U		1			7		7131.7	296.3	159.1		7803.60	N	
G3QFL7	D		U		1			8		8198.4	462.8	160.1		6257.30	N	
G3QFL7	D		U		1			9		10084.0	656.2	160.6		5620.40	N	
G3QFL7	D		U		1			10		15229.5	1180.0	161.8		5729.00	N	
G3QFL7	D		U		1			11		20141.5	1679.8	163.0		5835.00	N	
G3QFL7	D		U		1			12		25090.5	2183.0	164.3		5944.00	N	
G3QFL7	D		U		1			13		30077.1	2689.7	165.5		6058.20	N	
G3QFL7	D		U		1			14		35101.9	3199.9	166.8		6171.80	N	
G3QFL7	D		U		1			15		44984.8	4202.4	169.3		6406.70	N	
G3QFL7	D		U		1			16		55020.6	5219.0	172.0		6655.80	N	
G3QFL7	D		U		1			17		65215.1	6250.0	174.7		6920.30	N	
G3QFL7	D		U		1			18		75278.0	7266.0	177.5		7193.30	N	
G3QFL7	D		U		1			19		85195.2	8266.0	180.3		7474.80	N	
G3QFL7	D		U		1			20		94964.5	9249.3	183.1		7764.00	N	
G3QFL7	D		U		1			21		102433.6	10000.0	185.1		7883.10	N	

ATTACHMENT B

GII

TAKEOFF QUIET FLYING PROFILES

GII, FLAPS 20, MIN EPR, TOW = 55,000 LBS

ACFT	ID	OP	TYPE	PROF	ID1	PROF	ID2	PT	NUM	DISTANCE	ALTITUDE	SPEED	THR	SET	CURVE	TYPE
G2QFL3	D		U		1				1	0.0	0.0	16.0	10200.00			N
G2QFL3	D		U		1				2	2454.3	0.0	148.0	10147.60			N
G2QFL3	D		U		1				3	2776.3	35.0	151.5	10147.60			N
G2QFL3	D		U		1				4	3830.1	151.4	162.0	10120.00			N
G2QFL3	D		U		1				5	4637.6	330.6	163.9	10157.00			N
G2QFL3	D		U		1				6	5176.7	457.8	164.2	8636.90			N
G2QFL3	D		U		1				7	5450.6	502.0	164.3	6710.60			N
G2QFL3	D		U		1				8	6552.7	642.8	164.6	6355.10			N
G2QFL3	D		U		1				9	8210.2	854.2	165.2	6404.40			N
G2QFL3	D		U		1				10	10150.6	1101.7	165.8	6462.50			N
G2QFL3	D		U		1				11	15173.3	1741.9	167.4	6616.00			N
G2QFL3	D		U		1				12	20244.5	2387.7	169.0	6775.20			N
G2QFL3	D		U		1				13	25450.1	3050.0	170.7	6943.30			N
G2QFL3	D		U		1				14	35177.7	4286.0	173.9	7270.40			N
G2QFL3	D		U		1				15	45179.9	5554.5	177.3	7625.40			N
G2QFL3	D		U		1				16	55077.7	6807.2	180.8	7996.40			N
G2QFL3	D		U		1				17	65171.5	8082.1	184.4	8396.20			N
G2QFL3	D		U		1				18	75155.4	9340.3	188.0	8814.30			N
G2QFL3	D		U		1				19	80399.8	10000.0	190.0	9043.40			N

GII, FLAPS 20, FLEX, TOW = 55,000 LBS

ACFT	ID	OP	TYPE	PROF	ID1	PROF	ID2	PT	NUM	DISTANCE	ALTITUDE	SPEED	THR	SET	CURVE	TYPE
G2QFL4	D		U		1				1	0.0	0.0	16.0	7900.00		N	
G2QFL4	D		U		1				2	3182.8	0.0	150.0	7800.90		N	
G2QFL4	D		U		1				3	3504.9	35.0	151.5	7800.90		N	
G2QFL4	D		U		1				4	4539.9	142.6	156.4	7791.70		N	
G2QFL4	D		U		1				5	5339.3	217.0	160.7	7776.00		N	
G2QFL4	D		U		1				6	6430.2	359.9	163.9	7780.90		N	
G2QFL4	D		U		1				7	6976.3	454.0	164.2	7057.40		N	
G2QFL4	D		U		1				8	7251.1	492.2	164.3	6320.40		N	
G2QFL4	D		U		1				8	8353.0	632.8	164.6	6352.80		N	
G2QFL4	D		U		1				10	10010.3	844.3	165.1	6402.00		N	
G2QFL4	D		U		1				11	15013.7	1482.2	166.7	6553.20		N	
G2QFL4	D		U		1				12	20065.1	2125.7	168.3	6710.10		N	
G2QFL4	D		U		1				13	27328.5	3050.0	170.7	6943.30		N	
G2QFL4	D		U		1				14	34938.6	4017.1	173.2	7197.70		N	
G2QFL4	D		U		1				15	45195.3	5318.4	176.7	7557.80		N	
G2QFL4	D		U		1				16	55056.8	6567.0	180.1	7923.60		N	
G2QFL4	D		U		1				17	65112.6	7837.6	183.7	8317.70		N	
G2QFL4	D		U		1				18	75057.9	9091.5	187.3	8729.70		N	
G2QFL4	D		U		1				19	82278.1	10000.0	190.0	9043.40		N	

ATTACHMENT C

GII & GIII

(WITH HUSHKIT)

NOISE CURVES

GII & GIII HUSHKIT - NPD

EPNL

Distance (ft)	1000	2000	4000	6000	8000	10000 <== Fn/delta
200	89.0	94.1	104.3	110.3	117.3	123.9
400	85.1	90.2	100.4	106.4	113.4	120.0
630	82.1	87.2	97.4	103.4	110.4	117.0
1000	78.7	83.8	94.0	100.0	107.0	113.6
2000	72.9	78.0	88.2	94.2	101.2	107.8
4000	66.4	71.5	81.7	87.7	94.7	101.3
6300	61.7	66.8	77.0	83.0	90.0	96.6
10000	56.5	61.6	71.8	77.8	84.8	91.4
16000	50.9	56.0	66.2	72.2	79.2	85.8
25000	45.2	50.3	60.5	66.5	73.5	80.1

SEL

Distance (ft)	1000	2000	4000	6000	8000	10000 <== Fn/delta
200	89.4	93.5	101.7	111.8	117.3	123.9
400	85.5	89.6	97.8	107.9	113.4	120.0
630	82.5	86.6	94.8	104.9	110.4	117.0
1000	79.1	83.2	91.4	101.5	107.0	113.6
2000	73.3	77.4	85.6	95.7	101.2	107.8
4000	66.8	70.9	79.1	89.2	94.7	101.3
6300	62.1	66.2	74.4	84.5	90.0	96.6
10000	56.9	61.0	69.2	79.3	84.8	91.4
16000	51.3	55.4	63.6	73.7	79.2	85.8
25000	45.6	49.7	57.9	68.0	73.5	80.1

The above NPD is presented in the same form as defined in the INM.

Gulfstream

Gulfstream Aerospace Corporation