

**Encino Neighborhood Council
Aircraft Noise Mitigation Position Paper
3/8/05**

Whereas the Community of Encino as well as other adjoining communities are impacted on a daily and in fact, hourly basis by Jet and Helicopter noise, we hereby find it necessary to establish a definitive position statement of our reasonable solutions, as to how this significant problem effecting our quality of life, can be alleviated with the following actions by the City of Los Angeles.

The Encino Neighborhood Council joins with other groups in the Valley to support the following:

- 1. Immediately have the Mayor of Los Angeles have the Board of Airport Commissioners (BOAC) quickly develop a Phase Out of Stage 2 (Jet aircraft built before 1983) Aircraft at Van Nuys Airport (VNY) based upon the proposal established during the Air, Noise and Capacity Act proposals of 1990. This Phase Out must be sent from the BOAC to the City Council as an Ordinance that would require the removal of all Stage 2 Jets within seven years. The City Council must vote to pass the Phase Out and the Mayor must sign it and have Los Angeles World Airports inform the Federal Aviation Administration of this Phase Out of Stage 2 jets.**
- 2. The City must rapidly establish and pass a Master Plan for VNY that allows facilities for private propeller aircraft that will not be replaced with large business jet aircraft or helicopters at some point in the future due to increased rent fees insurance costs or jet growth needs. The Master Plan must also limit the growth of Stage 3 jets (Quieter jets built after 1983) and acknowledge the need to curfew helicopters and define growth limits at the airfield.**
- 3. Rapidly complete the FAA (Federal Aviation Administration) Part 161 Study (required by the FAA to effect noise impacts at an airfield) to include a more immediate Phase Out of Stage 2 Jets and curfew Helicopters from 10 PM to 7 AM at VNY. We also recommend that the outcome of the Study require the airfield to establish a well-defined noise monitoring system that tracks noise across the San Fernando Valley beyond the current 65 CNEL (Community Noise Evaluation Level) zone area around the airfield. The Study should also establish noise limits with violation penalties of substance that can be tracked by the noise monitoring system. All efforts must be made to establish viable noise limits and penalties to vastly improve the quality of life of Valley residents.**
- 4. The City of Los Angeles must make all efforts to work with the FAA and the City of Burbank to redirect a viable quantity of departures from Bob Hope Airport (Burbank/Glendale/Pasadena Airport also known as BUR) so as to share the burden of noise with Glendale and Pasadena, the communities who share the financial benefits of the airport but not the negative noise as does the communities of the South and East San Fernando Valley. All efforts must also be made to have BUR remove Stage 2 jets as well.**
- 5. The City of Los Angeles must define, in a viable form, that it will not convert VNY to a Scheduled airfield, keeping the nature of the facility a public general aviation airport.**

6. As VNY has operated at a financial loss for years, subsidized by Los Angeles World Airports and the paying general public using scheduled commercial aircraft at Los Angeles International Airport (LAX), it is essential and fiscally as well as environmentally prudent for fees to be assessed on all excessive noise producing and large size aircraft at VNY. These fee should be based on airport noise and aircraft weight in the form of landing and departure fees as failure to do so has been a form of government welfare for the more affluent aircraft business users at the expense of the general public who ultimately foot the bill with higher fees at LAX. As such, we recommend that a viable system of landing fees be established that will allow smaller private, non commercial general aviation aircraft to avoid such fees while nosier and larger aircraft will pay based on weight and noise measurements of their aircraft.

7, The City and County governments must work closely with the media, other helicopter use companies, pilots, and Helicopter lease facilities to define a set of guidelines that limit the number, height and volume of helicopter use over all residential communities in the Los Angeles County region. We recommend that as soon as possible, all helicopter fleets, both private and city owned, convert to quieter helicopters and establish minimum flight heights and noise flight configurations and procedures to limit the amount of helicopter noise impacts on all communities. Other solutions would also include media resource pooling of airtime and limitations on types of subject/stories that helicopters would be used for, covering what is critical news and avoiding what is not. It has been said that limiting media helicopter usage is an infringement on freedom of the press, but this position needs to also be balanced with the individual citizens right to privacy in their own residence when impacted by excessive noise.

8. All lease hold agreements made by Los Angeles World Airports (LAWA) which owns VNY, must give priority to allow appropriate placement of aircraft facilities away from residential homes, such as establishing helicopter facilities at the north end of the airfield so they can use the industrial departure routes more easily, and have more opportunity to gain altitude when using the southern departure routes.

9. All efforts must be exerted by City, State and Federal elected officials to replace currently grandfathered Stage 1 military jets based at VNY with quieter Stage 3 jets. Stage 1 aircraft have the highest single event noise impacts on the community and alternatives are available that can significantly lower the impact of these aircraft.

We believe that fairness and balance are critical to the solution of noise problems in the Valley. As such, it is important to understand that the above positions are moderate in nature and represent a viable compromise to the predominantly residential communities that surround the airport facilities in the San Fernando Valley and the aircraft community that use the facilities.

The Aircraft community's extreme position of no limitation or restrictions does not make for good neighbors in the short, nor the long term, as the likelihood of increasing aircraft noise and pollution will provoke decline in the communities quality of life and thus its economic viability. Although the removal of the airfield facilities would surely garner more financial income in land use than the airfields, we at this time do not consider such an extreme action to be viable unless the government fails to act appropriately and accommodate the needs of the surrounding communities.

**Submitted by
The Encino Neighborhood Council
VNY Committee in conjunction with
and cooperation with the
Sherman Oaks Homeowners Association
and SOHA Airport Noise Committee
and Sherman Oaks Neighborhood Council**