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**NOTICE AND AGENDA  
 ENCINO NEIGHBORHOOD COUNCIL  
 AIRPORT COMMITTEE MEETING**

**MINUTES**

**Wednesday, January 18, 2023 2:00PM**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83145679283>

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**IN CONFORMITY WITH THE SEPTEMBER 16, 2021 ENACTMENT OF CALIFORNIA ASSEMBLY BILL 361 (RIVAS) AND DUE TO CONCERNS OVER COVID-19, THE ENCINO NEIGHBORHOOD COUNCIL MEETING WILL BE CONDUCTED ENTIRELY WITH A CALL-IN OPTION OR INTERNET-BASED SERVICE OPTION**

**Public Comment:** Public Comments on Non-Agenda Items is limited to TWO MINUTES (2) per speaker. Time may be adjusted at the Chair’s discretion. Public calling in, please press \*9 on your phone to raise your hand to speak. For those that are using the Zoom Webinar please use the raise your hand feature to speak. Public comment on agenda items will be heard when the item is up for discussion. Public comment on agenda items is limited to 1 minutes per agenda item. Comments from the public on agenda items will be heard only when the respective item is being considered. Time may be adjusted at the Chair’s discretion.

**AB 361 Updates:** Public comment cannot be required to be submitted in advance of the meeting, only real-time public comment is required. If there are any broadcasting interruptions that prevent the public from observing or hearing the meeting, the meeting must be recessed or adjourned. If members of the public are unable to provide public comment or be heard due to issues within the Neighborhood Council’s control, the meeting must be recessed or adjourned.

**Voting Members** – ENC Members: Jim Esterle\* (Co-Chair), Victoria Miller\* (Co-Chair), Andrew Zucker,\*  
**Stakeholders:** Robert Bramen, Jacquie Lange, John Vernagus, Barry Heins, Penny Alpert

1. **Call to Order. Start recording. Roll call. Determination of quorum:** Quorum met: 6 committee members present, absent were: Jacquie Lange, John Vernagus (both reported that they were not able to attend)
2. **Approval of previous minutes: Aug. 15th, 2022, and Nov. 16<sup>th</sup>, 2022:** Moved by J. Esterle, 2nd by V. Miller: MSP 5-0-0 (P. Alpert was having difficulties logging in and wasn't present for this vote)
3. **Reports from Public Officials/Departments/Community Agencies Geoff Thompson, CD 4 Chief of Staff:** N/A

**Motion, Discussion, and Vote may be taken on all items**

4. **New and Old Business**

**A. Co-Chairs Report: Meeting with new VNY Director, Paul Herrera Scheduled:** V. Miller & J. Esterle have scheduled a virtual meeting with incoming VNY Director, Paul Herrera for Thurs 1/26/23 @1pm. Items to be discussed will include:

-Introduction of ENC—history and purpose of NCs and why Encino reformed the dormant Airport Committee—needing transparency and public involvement

-How do we achieve a balance between VNY's business success and the impact on surrounding communities?

-Review status/importance of pending FAA EIR study

-VNY CAC CD5 Seats—status?

-Home Depot Lease Updates/Rumors

-Noise monitoring for community—add to the budget

-Office/Working out of VNY?

-List of active RFP's/Projects—need full descriptions presented to the public in a timely manner-Samantha Bricker made comments at a recent BOAC meeting that there would be more transparency and public involvement

-Will CAC meetings be recorded & published within 60 days per LA City Council?

-We understand that the City has taken to first doing a Vision Study, before a Specific or Master Plan--the VNY Vision Study is due March 2023—a moratorium is in place until then: Please update us on the next steps?

-Scheduled flights/charter jet companies sending marketing emails: Which brings up the question what is considered scheduled vs. non-scheduled? What are the rules that apply to a GA airport, specifically at VNY?

-Status of fulfilling the full Voluntary Quiet Nights Program

-Update on unleaded aviation fuel

-Review of the 3 City Council Files: 22-1125, 22-1127, and 22-1489

-Community is noting that flight paths are continually changing; flights are low--both arrivals and departures

**B. Update: Growth Moratorium at VNY, including motion passed at ENC General Meeting on 11/22/22:** There are 3 motions regarding VNY with City Council currently: 22-1125, 22-1127, and 22-1489—the ENC has voted on and filed a CIS on 22-1125. We need to get the other motions reviewed and put before the full ENC Board for potential CIS filings as well.

**C. Update of EPOA regarding VNY issues:** Looking to have a meeting on the topic of VNY attended by Rep Brad Sherman’s Office (John Alford), CM Raman’s Office (Geoff Thompson), the ENC Airport Committee, and perhaps VNY Director Paul Herrera. Looking at a Spring meeting—possibly April. V. Miller is working with the EPOA.

**D. Charter Jet Companies Email Solicitations:** It appears we that the various charter jet companies are sending out unsolicited marketing emails looking to garner new business. Which brings up the question what is considered scheduled vs. non-scheduled? What are the rules that apply to a GA airport, specifically at VNY?

**E. Bonseph/Helinet Lease Update: B. Bramen gave an update, but that has been corrected with the following information from B. Bramen:** The proposed Bonseph Helinet lease is in fact an expansion of hangar space and change in usage of the 4.22 acre site that could allow for a potential increase in hangar space for jet aircraft. There was nothing in the RFP for this site that prohibits the usage of the site for jet aircraft storage as long as the existing 12 helicopter parking spaces and a maintenance facility for helicopters are also accommodated in the new plan. The Bonseph Helinet plan included in the BOAC lease packet shows 14 outdoor parking spaces for helicopters and 14 indoor parking spaces for helicopters, as well as maintenance and office space. There are also three jet aircraft shown in the hangar along with the 14 helicopters, yet all of the 60,000 sf of hangar space could be used for 6-16 jet and/or turbo-prop aircraft (depending on their size) rather than helicopters without violating the lease terms. The existing permanent and portable hangar space for 40+ prop planes will be displaced as part of this project. Additionally, LAWAs annual inventory of aircraft at VNY over the past 21 years shows that the number of helicopters at VNY has not changed much over this period, and if anything has shrunk, whereas jet aircraft have grown significantly, particularly in the last five years (See attachment). This reinforces that the new hangar space may indeed be intended for jet storage not helicopters. There is an on-going legal challenge from the current tenant. The leasee will have 5 years for plan and approval, which will include public input and environmental process with a CEQA study. \*attachment:

VNY VAN NUYS AIRPORT		Van Nuys Aircraft Inventory Twenty-one Year History															
VNY Annual Inventory 21 Year Comparison																	
Year	Acft Ops	% YoY Inc/Dec Acft Ops	Based Acft	% YoY Inc/Dec Based Acft	Single Engine Prop	Multi Engine Prop	Total Flyable Piston	Single Engine Turbo Prop	Multi Engine Turbo Prop	Total Flyable Turbo Props	Single Engine Jets	Multi Engine Jets	Total Flyable Jets	Gov Mil Jets	Prv Mil Jets	Total Flyable Heli	All Non-Flyable
2021	301,122	29.77%	705	-0.70%	326	60	386	5	23	28	1	248	249	0	1	42	4
2020	232,039	5.93%	710	-1.93%	335	57	392	6	14	20	1	254	255	0	1	43	4
2019	219,049	-16.68%	724	10.87%	316	49	365	7	15	22	1	279	280	0	1	57	6
2018	262,903	13.65%	653	5.15%	314	51	365	5	16	21	3	217	220	0	3	47	8
2017	231,323	5.04%	621	9.14%	305	53	358	8	16	24	2	183	185	0	4	54	10
2016	220,228	1.46%	569	0.71%	270	44	314	9	14	23	2	180	182	0	5	50	13
2015	217,063	-9.03%	565	1.07%	273	50	323	9	17	26	3	165	168	0	6	48	17
2014	238,618	-12.65%	559	-0.53%	253	52	305	8	18	26	3	181	184	0	6	44	23
2013	273,173	3.49%	562	-0.53%	253	51	304	9	18	27	4	171	175	0	10	56	37
2012	263,952	-14.91%	565	-7.22%	247	59	306	11	17	28	6	171	177	0	9	54	34
2011	310,206	-8.60%	609	-5.73%	273	68	341	11	16	27	4	180	184	0	10	57	27
2010	339,407	-10.91%	646	-8.11%	299	67	366	5	15	20	6	190	199	3	14	61	21
2009	380,952	-5.64%	703	-8.82%	311	64	375	7	18	25	6	220	226	0	13	77	28
2008	403,727	6.02%	771	11.90%	336	78	414	5	25	30	6	251	265	8	15	62	19
2007	380,794	-4.90%	689	-5.87%	337	75	412	5	14	19	7	183	198	8	14	60	23
2006	400,398	-3.74%	732	6.86%	390	74	464	6	15	21	0	189	197	8	12	50	20
2005	415,961	-8.53%	685	-11.15%	362	66	428	3	23	26	1	170	179	8	14	52	24
2004	454,753	-2.51%	771	0.26%	414	89	503	3	29	32	0	165	173	8	15	63	22
2003	466,449	-7.51%	769	-0.52%	421	87	508	2	23	25	1	157	166	8	15	70	23
2002	504,303	8.76%	773	1.84%	441	90	531	3	23	26	0	140	152	12	15	64	21
2001	463,665	-5.88%	759	-3.68%	430	93	523	1	24	25	0	139	151	12	18	60	16

**F. LAWA/BOAC Update:** Samantha Bricker, Deputy Exec Director at LAWA, reported that they are committed to have more public involvement and more transparency going forward in response to the various above-mentioned

City Council files. RFPs are supposed to be made public as well. The incoming VNY Director is expected to make a briefing at future CAC meetings that will include RFP details. The Vision Study is being done (without public input however) and is expected to be released in March 2023—there is a moratorium in place until then. This is a result of the pressure LAWA received from the City Council motions.

**G. Sherman Oaks Neighborhood Council's (SONC) newly-formed Airport Committee, building a Neighborhood Council Alliance:** Bob Bramen and Lisa Petrus are going to co-chair the newly-formed SONC Airport Committee. They are looking for committee members and hope to be meeting soon. This is an important step to forming a Neighborhood Council Alliance—many community members are actively talking to impacted NCs to get a group together. Perhaps we can also talk with the Valley Alliance of Neighborhood Councils (VANC) to further this work. Other NCs that are impacted include, Lake Balboa, Woodland Hills, Northridge, North Hills, West Hills, Van Nuys, and possibly Reseda.

**H. Update on the FAA EIR Timeline:** The Study is supposed to begin this Spring 2023, and be implemented in 2024—there has been no new communication to the public from the FAA.

**I. ENC Airport Committee Strategic Plan: Items/Goals that the committee will work on for 2023:**

- Airport NC Alliance
- Meeting with EPOA
- Monitoring VNY growth
- Provide input on VNY Vision Study
- FAA EIR and revised departure procedures
- Support City Council files 22-1127 and 22-1489
- Support the unleaded aviation fuel initiative
- Work on outreach to concerned Encino citizens
- More effective noise monitoring from LAWA in residential areas

5. **Public Comment on Non-Agenda Items** – Public Comments on Non-Agenda Items is limited to TWO MINUTES (2) per speaker. Time may be adjusted at the Chair's discretion. Public calling in, please press \*9 on your phone to raise your hand to speak. For those that are using the Zoom Webinar please use the raise your hand feature to speak: [None](#)
6. **Board Member Comment on Non Agenda Items:**
  - Jarret Thompson is staying on with CD5 and new CM Yaroslavskky (he has great knowledge and has been very helpful with regard to VNY).-Hoping that the new Mayor will finally fill the vacant CAC seats. -Still an issue with the CAC not living up to its' original mission. -The FAA uses a noise monitoring system of 65db contour over 24 hours—it is not as black & white as we would expect. -There is a rally/demonstration planned at VNY on Sat 2/11/23, the day before the Super Bowl, which is being organized by XRLA, who did a rally/demonstration last year—they are working with involved residents in Lake Balboa. -P. Alpert is looking at connecting with the over 35 schools who are in the

VNY flight-path. -CAC motion put forward by W. Williams failed at the last CAC meeting—it was in support of CF-22-1489 (vote: 7-N, 6:Y). -There was discussion on the fact that residents are not really apathetic, but more likely frustrated that it is taking so long since the Task Force was formed in 2019. -There was talk about residents filing a class action suit to retrofit impacted residences with triple-paned windows and noise-reduction insulation, but the FAA makes that almost impossible. -It was noted that the flight-paths seem to change on a dime, not just due to weather; arrivals have been very low (however they are quieter as they are throttling down, so they create less noise). -There is an app for Apple watch or an iPhone that will record and register db—although the FAA won't take this information as scientific. -The FAA has made themselves into a very insular federal government agency who are not responsible to an other agency such as the EPA. Over the last several decades they have turned the FAA into an almost untouchable agency, hence where we are now.

**\*The next Airport Committee meeting will be scheduled for mid-March (the March ENC General Meeting is scheduled for 3/22/23, so we want to meet beforehand in case we have motions passed)—we plan to invite Geoff Thompson from CD5 again.**

7. **Adjournment by 3:30PM:** Meeting was adjourned at 3:45pm (approx)