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**REVISED 6/18/23**

**NOTICE AND AGENDA  
ENCINO NEIGHBORHOOD COUNCIL  
Airport Committee Meeting  
Thursday, June 15, 2023, 4:00 PM  
Encino Community Center  
4935 Balboa Blvd.  
Encino, CA 91316**

**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 wishing to speak on non-agenda items will fill out a speaker card and turn it in to the Secretary.**

**The amount of time for public comment on each agenda item is to be determined by the Chair at each meeting. Speakers shall limit their comments to matters relevant to the item on the agenda. The Chair may rule that the speaker is out of order if the comments are not germane to the item under consideration. If multiple requests for public comment are submitted on one agenda item, preference will be granted to members of the public who have not spoken previously during the meeting, either during general public comment or on another agenda item.**

**A member of the public wishing to speak on more than one agenda item at a single meeting shall limit his or her remarks to a total of one minute per item and five (5) minutes per meeting. Members of the public who want to speak on multiple agenda items for up to five (5) minutes at one time can choose to speak during the Multiple Agenda Items Comment period. When turning in the speaker card, indicate which items you wish to speak on. Otherwise comments from the public on agenda items will be heard only when the respective item is being considered. Members of the public who choose to speak during the Multiple Agenda Items period will be given the opportunity to also speak during General Public Comment. Please be aware that time accumulates for any agenda items commented on.**

**Comments from the public on matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. No individual speaker will be allowed more than two (2) minutes during General Public Comment, unless the presiding officer of the Board decides differently.**

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

**1. Call to Order. Roll call. Determination of quorum.**

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

**2. Status of LA City Council CF 22-1125, 22-1127,11-1489**

**3. Status, discussion and possible motion regarding Bonseph-Helinet lease – see SONC Airport Committee Draft. \*see attachment**

**4. Discussion and possible motions re: VNY Vision Study/Specific Plan. \*see attachment**

**5. Discussion and possible motions on VNY CAC issues: Representation, QNP, control of agenda, lack of responsiveness and transparency.**

**6. Discussions regarding VNY CAC open seats to be appointed by Mayor Bass.**

**7. 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.

**8. Board Member Comment on Non Agenda Items**

**Adjournment by 5:30 P.M.**

**Announcements: Please see the Encino NC [website](#) for announcements of other events and to join our mailing list.**

The Encino Neighborhood Council (ENC), is a Certified Neighborhood Council of the City of Los Angeles which ADVISES City, other Governmental Officials’ and the Community on issues or concerns that are affecting the community of ENCINO. The ENC is made up of volunteers who are ELECTED by the community who live, work or otherwise are involved in the community of ENCINO. The ENC also makes appropriations of City Funds for Community Projects and needs as requested and approved by various committees and the general board.

**PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS** – Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board’s subject matter jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to one (1) minute per speaker per item, unless adjusted by the presiding officer of the Board or Committee. Consent items which have been unanimously approved by a public committee meeting are exempted unless pulled from the consent section by a Board member.

**PUBLIC POSTING OF AGENDAS** - ENC agendas are posted for public review as follows: Glass display case outside the Encino Chamber of Commerce office at 4933 Balboa Blvd, Encino, Encino-Tarzana Branch Library, and Encino Community Center auditorium at 4935 Balboa Blvd, Encino, 91316, and digitally at [www.encinonc.org](http://www.encinonc.org) You can also receive our agendas via email by subscribing to L.A. City’s Early Notification System: [Early Notification System \(ENS\)](#)

**THE AMERICAN WITH DISABILITIES ACT** – As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assisted listening

devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: [NCsupport@lacity.org](mailto:NCsupport@lacity.org)

**PUBLIC ACCESS OF RECORDS** – In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: [www.encinonc.org](http://www.encinonc.org) or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Alex Garay, Board President, at (747) 282-0450 or email via [president@encinonc.org](mailto:president@encinonc.org).

**RECONSIDERATION AND GRIEVANCE PROCESS** – For information on the ENC’s process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the ENC Bylaws. The Bylaws are available at our Board meetings and our website <https://www.encinonc.org/page/viewPage/bylaws>

**NOTICE TO PAID REPRESENTATIVES** - If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at [ethics.lacity.org/lobbying](http://ethics.lacity.org/lobbying). For assistance, please contact the Ethics Commission at (213) 978-1960 or [ethics.commission@lacity.org](mailto:ethics.commission@lacity.org)

**SERVICIOS DE TRADUCCIÓN:** Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a Alex Garay, Presidente de la Mesa Directiva, al (747) 282-0450 o por correo electrónico [president@encinonc.org](mailto:president@encinonc.org) para avisar al Concejo Vecinal.

## SONC AIRPORT COMMITTEE CIS MOTION

Whereas,

Sherman Oaks Neighborhood Council (SONC) supported CF 22-1489 with a Community Impact Statement (CIS), because of our concern over LAWA's land use decisions at VNY and the substantial increase in jet operations that has occurred in recent years. Part of the concern and controversy pertains to major increases in both ramp and hangar accommodations at the landlocked city airport that has effectively facilitated and contributed to hosting larger aircraft sizes and volumes, and what constituents see as an unsustainable influx of non-essential helicopter and jet charters. The latter being of priority concern and the motivation behind City Council's recent adoption of CF 22-1127.

The presentation by LAWA staff to the BOAC regarding the Bonseph Helinet lease failed to disclose that the Bonseph Helinet proposal includes accommodating jets for charter. Additionally, the Bonseph Helinet project is yet another example of the piecemeal approach to redevelopment that LAWA has been doing at VNY for the past decade or more without a comprehensive, detailed plan that quantified the cumulative impact of these projects before they were allowed to proceed as required by CEQA. Considering the City and LAWA have not yet taken steps to dedicate time and resources into a critically needed and updated Airport Plan and CEQA required program level EIR, it seems premature - if not irresponsible - for the City to approve any more redevelopment projects at VNY until proper research has gone into:

- how the airport has transformed to date,
- the best use of remaining parcels and/or the airport's redevelopment opportunities,
- LAWA's current policies, protocols and practices, and
- a thorough environmental review, including the health and quality of life for existing communities both adjacent to the airport and in the low-altitude flight paths of the airport.

We request that you reject the Bonseph Helinet lease proposal for the following reasons:

1. City Council is on record citing the disproportionate detriment felt by the major influx of jet charters at VNY airport. To approve any development that would exacerbate jet charter activity would be a contradiction to council members' expressed concerns and efforts to date to explore how to reduce said detriment on their constituents and our shared natural environments.
2. The gradual reduction in the of diversity in aircraft, namely prop planes, on VNY parcels is what is facilitating the commercial corporate jet activity. The proposal suggests that the helicopter usage and operations would remain the same however, the proposal would again remove occasional use prop plane activity from a property in order to replace them with jets for charter. Communities impacted by the non-essential activity are opposed to introducing more jets for charter to a premises that does not currently house them.
3. Helinet stated to the BOAC that in 2022 they reduced their fleet of helicopters by 30 %. That suggests that status quo is more than sufficient for the societal benefitting medical flights, news

## MOTION REGARDING VNY VISION STUDY AND CALL FOR MORATORIUM

### Whereas,

**A.** *The LA City Council in CF 22-1127 requested the Department of City Planning in consultation with Los Angeles World Airport (LAWA) create a Specific Plan and/or other land use tools for Van Nuys Airport (VNY) to replace the existing Van Nuys Airport Plan and zoning ordinance. As the initial step in this process LAWA is conducting a “Vision Study” to identify what land uses at VNY should be incorporated into the Specific Plan.*

*There have been two rounds of open house public meetings seeking community input. Both open houses however were severely flawed and require a reset of the Vision Study for it to be truly responsive to community concerns, and to develop real land use alternatives rather than the **one-sided options that LAWA presented which all involve the continued conversion of VNY to a major jetport for the very wealthy.***

### **Flaws with Vision Study.**

1. LAWA hasn't earned the trust from impacted communities. Feel like we're being manipulated.
2. No real dialogue with stakeholders, including the VNY Citizens Advisory Council (CAC) ad hoc committee in Vision Study process to date. The process has been top down driven with the appearance that LAWA is just checking boxes to meet the City Council's mandate.
3. Putting cart before the horse by asking us to comment on alternative land use plans without giving us any background data on existing land use allocation and forecasts of future demand by aircraft type.
4. Never asked for our big picture goals for VNY's future before giving us limited choice alternatives to react to.
5. The alternative land use plans appear to be thrown together at last minute and lack any definition of what goals they are trying to solve.
6. Also, alternatives don't allow for different futures based on known unknowns such as impact to VNY of Santa Monica (SMO) airport potentially closing.
7. Process schedule seems fast-tracked to meet some undefined deadline with limited opportunities to provide input.
8. Missing many steps on how you get to asking for input on alternative land use plans.
9. Opportunity to comment on Alternatives removed from LAWA website after 6 days.
10. Vision Study process is being rushed when Council District 6 has no elected Council person to represent the neighborhoods nearest to VNY and therefore could shoulder some of the most adverse impacts of any proposed land use changes.

## DRAFT SONC "VISION" FOR VNY MOTION

Whereas, the Los Angeles City Council in CF 22-1127 requested that the Department of City Planning in consultation with Los Angeles World Airports (LAWA) create a Specific Plan and/or other land use tools to replace the existing Van Nuys Airport (VNY) Airport Plan and zoning ordinance. As the initial step in this process LAWA is conducting a "Vision Study" to identify what land uses should be incorporated into the Specific Plan for VNY.

So far LAWA has only presented **one-sided land use options which all involve the continued conversion of VNY to a major private jetport for the very wealthy.** The Sherman Oaks Neighborhood Council (SONC) believes that there are better options for VNY that balance its role as a jetport along with its historic role as a general aviation airport for occasional use aircraft. SONC further believes that this more balanced approach would be significantly more compatible with the surrounding densely populated neighborhoods.

SONC also recognizes that this Vision Statement for VNY is of necessity constrained by both the 1949 Quitclaim deed transfer of the VNY site and the 1990 Airport Noise and Capacity Act (ANCA). It recognizes that in 1949, the US Government transferred much of the current VNY acreage to the City of Los Angeles via a Quitclaim deed, with the understanding that the property forever remains designated for "Airport Use" with any exceptions needing approval by the Federal Aviation Administration (FAA). Further, the 1990 ANCA defines among other things what an airport owner can and can't do to limit the type of aircraft, aircraft activities, and hours of operation.

Therefore, recognizing these major constraints SONC is offering this Alternative Vision for VNY's future:

### **Immediate Actions:**

- Institute a moratorium on any further development or redevelopment Requests for Proposals (RFPs) at VNY until the Specific Plan/Updated Airport Plan is adopted by the LA City Council.
- Establish runway usage fees based on aircraft weight with a surcharge for runway use during the VNY Quiet Nights Program (QNP) hours.
- Extend QNP hours from 10 PM to 9 AM on weekends and holidays.
- Provide monthly reports to the VNY Citizens Advisory Council (CAC) documenting from which Fixed Base Operators (FBOs) late night/early morning flights are originating.
- Establish measures that encourage non-emergency helicopters to use designated FAA flight path corridors rather than repeatedly flying over residential neighborhoods.