

ENCINO NEIGHBORHOOD COUNCIL AIRPORT COMMITTEE MEETING MINUTES

Wednesday, March 15, 2023 2:00PM

Voting Members In Attendance: ENC Members: Jim Esterle* (Co-Chair), Victoria Miller* (Co-Chair)* **Stakeholders:** Robert Bramen, Jacquie Lange, John Vernagus

1. **Call to Order. Start recording. Roll call. Determination of Quorum: Meeting called to order with a quorum met**
2. **Approval of previous minutes: January 18, 2023: Move: J. Esterle, 2nd: J. Vernagus 5-0-0 MSP**
3. **Reports from Public Officials/Departments/Community Agencies Geoff Thompson, CD 4 Chief of Staff: G. Thompson gave an in-depth report, along with Q&A. The VNY Vision Study is not enough; a full updated Airport Plan is needed—the last one was done in 2005, 18 years ago. There is no interest or movement to close VNY, as was done in Santa Monica. LAWA may need to modernize the facility, but these updated facilities should not be for jet traffic expansion. Concern that while there may not be physical land expansion, some of what is planned will expand jet services which would add more jets. What is happening is different from the historic use of VNY. We need to look at holding at current capacity, and require replacements at a 1 to 1 ratio for the same parcel(s). Clearly we need to look at the impacts to the south of the airport. We know the motion was adopted by City Council for a written report back to the TT&T Committee where LAWA will need to be more honest, remembering that LAWA takes FAA funds in grants. The big difference between LAX and VNY is that VNY is for jets and hobbyists, whereas LAX is a commercial airport that the general public all use to fly. 99% of VNY air traffic comes from hobbyists, helicopters, jet services—private and chartered. Truly the minority use VNY while the majority of residents are impacted. The truth is that there is a “policy choice” that LAWA is using at VNY which is expanding air traffic at the airport. CD6 under their former Councilmember allowed for these types of projects to move forward. These are issues that have occurred over the past 5-6 years that leads us to where we are now. What’s next? 1) LAWA comes back to the City with their response to the City Council motion, 2) the Bonseph-Helinet lease needs to be put on hold; even though the BOAC adopted the lease, it may not be automatically approved by first the TT&T Committee, which does not have any Valley representation on it. Geoff had a meeting right after meeting with the ENC Airport Committee with representatives of several impacted districts, including CD2, CD3, CD5, and CD6—this meeting was led by CD4. The hope is that the Bonseph-Helinet lease will not be taken up until answers are given. R. Bramen responded that it has been more like 15 years since the issues began and that there are now 15,000 sq. ft. for jet facilities, and that a conversion from a piston prop airplane airport to a**

jet airport. This is not what a General Aviation Airport should be; a jet airport for the 1%. This has all occurred on a piece-meal basis, violating CEQA. J. Vernagus asked about the potential for Whiteman Airport closing, which has been reported on in the press/media. G. Thompson replied that CM Rodriguez wants to close Whiteman, but it is a County Airport, so there are no implications for the City to call for its closure—it really is just an easy soundbite. Not to mention, where will the air traffic go if it is closed? Hawthorne Airport is now getting Santa Monica jet-traffic in addition to VNY. In the end, we need to keep VNY as is, and do no more harm. Health and air quality studies need to happen. An update to the Specific/Master Plan needs to happen (this could take time). The new CD6 Councilmember could ask for funding for a study (the FAA won't usually fund a study, they tend to fund projects for new development with an EIR). The City Council could also end up funding an air-quality study. The airport needs to be self-sustaining in the end. The AQMD only covers issues on the ground, so airports are outside of their authority CM Raman is on the Board); they do not study air pollution to non-ground source issues. There was discussion on European policies vs. US, and it all boils down to the Airport Noise & Capacity Act of 1990; anything before that was grandfathered in (such as overnight curfews). G. Thompson mentioned that the FAA should be releasing their findings to go back to more traditional departures from VNY in about a year. J. Esterle asked if there could be a moratorium until these items are finished, and G. Thompson answered we are not there yet. J. Lange asked about the Bonseph-Helinet lease as being one of the most important concerns right now, and it was felt that this lease would further monetize VNY for jet services. There was also an issue with the bidder selection and RFP. R. Bramen brought up the Quieter Nights Program and stated that shaming really doesn't help reduce the nighttime traffic. Furthermore it was revealed that the FAA may actually allows for jets to shield their tail-number data—this needs to be confirmed. J. Vernagus hopes that there can be a true VNY economic study done that gives real data as to what the jobs and financial gain from VNY really is. V. Miller asked when the clock began ticking on the motion for LAWA to report back, and it was on March 3rd, so we are looking at April/May. She also asked about what the current capacity at VNY is, and we do not have an actual number as of today. Last she asked about a noise study, and while we know 65 decibels is the magic number, it has to be sustained and that won't really make a difference for us here in the Valley.

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

4. New and Old Business

1. **Data reports on VNY airport operations – John Vernagus: J. Vernagus provided information on data reports he is compiling, but some of the information is no longer readily available**

2. **March 7, 2023 VNY CAC meeting report: R. Bramen reported that there were at least 50 people from the community in attendance at the first in-person VNY CAC meeting held in over 3 years. Many people had to stand in the hallway as the facility was indeed too small.**
3. **CAC appointed reps. CF 17-1071-51 – motion to support (2 attachments below)**

MOTION: Support the CF adopted by the City Council on March 3, 2023: Move: V. Miller, 2nd: R. Bramen 5-0-0 MSP

4. **VNY Vision Study update: There will be several community members on the Vision Study Committee including, Wayne Williams, Mary Kate Harris, and John Parker who all serve on the VNY CAC currently**
5. **CF 22-1489. ENC has not filed a CIS yet. SONC. WHWCNC, LBNC, BABCNC have filed. (see attached below): Motion: Support the CF adopted by the City Council on March 3, 2023: Moved: V. Miller, 2nd: J. Lange**

5-0-0 MSP

6. **CF 22-1127. ENC has not filed a CIS yet. NHNC and SONC have filed. (see attached below): This CF requires more time to craft a motion and therefore a Special Meeting of the ENC Airport Committee was agreed upon for Sunday, March 19, 2023 @2:30pm**
7. **Status of FAA EIR study: Per the BOAC the FAA is on track for January 2024—technical evaluation and environmental assessment**
8. **Update on Co chairs virtual meeting with VNY manager Paul Herrera: a productive introductory meeting was held in January 2023**
9. **Update on BOAC meeting held in person at Van Nuys City Hall on March 3, 2023: This meeting was lightly attended, perhaps 12-15 people in attendance, due to the time of day (weekday morning) and the fact that the agenda did not include any valley-specific agenda items. BOAC tends to only hold 1 meeting per year in the valley**
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: None**
7. **Meeting Adjourned at 4:10pm**