

1. **Email and/or call Councilmember Nithya Raman's Office:** Thank them for supporting [CF 23-1339](#) and encourage them to continue to represent their constituency over the 1% private jet owners who blanket our skies with noise and pollution. Ask for a limitation on Charter Flights ([ref: CF 22-1125](#)), and/or request that the [Ordinance 181106 SEC 5.3 Exemption \(a\)](#) allowing loud, large Stage 3 jets like private 737's to be removed. You can also bring up pushing LAWA to make the "voluntary" noise abatement policies mandatory, increasing fuel taxes, instituting substantial landing fees for large aircraft, and go so far as to seed the idea of shortening runway 16R/34L to 5,000 feet to force heavy international private jets toward an airport with perimeters designed for them (like LAX) — feel free to mention Santa Monica City Council's success with this. Mehmet Mashel, Emma
2. **Email and/or call Congressman Brad Sherman to pressure the FAA into action:** Key points here are moving the FAA NextGen PPRRY IFR Navigation point northward to re-establish 2014 conventional southerly takeoff patterns, force mandatory curfews ([which Brad Sherman is already working on](#)), and increase noise limit guidance beyond Stage 3 toward 74 dBA at all times.

3. Report loud, low flying, or late operating

aircraft: Report flights over your house as you hear them, especially between the hours of 10pm and 7am. Please get your neighbors to do the same. The easiest way to report air noise as you hear it is by using the Airnoise.io app. You can [You can do so with a web portal if you catch it in time](#) — if not you must wait 30 minutes for the data to ingest before you can click the “historical” button at the bottom left to scroll to the time of the flight and report that aircraft. You can also message the Van Nuys FAA office about those specific aircraft at 7-AWP-VNY-FSDO@faa.gov. You may also find it easier to view live air traffic utilizing <https://globe.adsbexchange.com/>, which does not block any tail numbers or registration information. Violating aircraft can theoretically be fined, or banned from VNY.

4. Let Los Angeles World Airports (LAWA) know how you feel. While it may feel like they aren’t listening, LAWA actually keeps pretty close count on the quantity of noise reports per month from the community and they are required to publish them. You can [fill out a general report here](#). You can also message the Board of Airport Commissioners that governs LAWA at laxboac@lawa.org. Attend regular meetings held by LAWA and the BOAC.

5. Attend VNY CAC Meetings:

6. Join and/or be added to the mailing lists of local advocacy groups such as SOSLA, Fume Fighters, Encino Save Our Skies

7. Reach out to the relevant personnel at the FAA

Western-Pacific Regional Office (different from VNY Field Office). The manager there is cathryn.g.cason@faa.gov, and community planners can be reached at maurice.a.light@faa.gov, justin.guan@faa.gov, and vincent.k.nguyen@faa.gov. If you'd like to raise comments about environmental protections such as flights over city-owned wildlife areas like Deervale-Stone Canyon park you can reach the environmental protection specialist at gail.campos@faa.gov.

8. Email the LA City Attorney and encourage them to continue advocating on your behalf.

In 2019 LA City Attorney Mike Feuer [launched 3 lawsuits](#) against the FAA for changing flight patterns over LA, [garnering victory in one](#) and unclear outcomes in the other two. There has been a change of guard with Hydee Feldstein Soto, but the City Attorney remains a powerful mechanism in defending residents from the carelessness of federal agencies like the FAA. Her office can be reached at cityatty.help@lacity.org.

9. Contact the California Department of Transportation

with your concerns. CalDot has some legislative authority here, famously threatening to [revoke a noise variance for VNY](#)

[in the late 80's](#) if it did not spend millions soundproofing nearby homes. They can be reached at d7inquiries@dot.ca.gov.

10. **Leave a comment with the Mayor's office.** While not as involved as City Council, LAWA is somewhat beholden to the requests of the Los Angeles City Mayor. [You can put your two cents in at this link.](#)

And remember, all of these contacts are fairly calloused to emotion-driven communique. VNY has been around for almost 100 years, and provides a good deal of economic value to the valley in forms of land leases, fuel sales, and employment of local citizens. It is home to almost twenty flight schools vital to raising up the next generation of pilots and aviators, who then often fly out of VNY and become staples in our local aviation community. **The primary purveyors of noise and pollution in our skies are not the everyman or the hobbyist pilot — they're the 1% with an average net worth of \$30M or more, who either charter or own private jets at immense cost to the environment and community. Make your voice heard, but make it clear — the community of the SFV does not owe these individuals an unrestricted playground in its skies.**