

# Van Nuys Airport

IATA/ICAO CODE: VNY/KVNY  
CITY: Van Nuys  
STATE: CA  
COUNTRY: USA

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:	Jess L. Romo	Leonard Krugler
Title:	Airport Manager	Noise Officer
Airport:	Van Nuys Airport	
Address:	Van Nuys Airport 16461 Sherman Way Van Nuys, CA 91406	
Phone:	+1 818 442-6501	+1 818 442-6533
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Airport Web Site:	<a href="http://www.lawa.org/welcomeVNY.aspx">www.lawa.org/welcomeVNY.aspx</a>	

ELEVATION: 802 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16R/34L	8001	16R/1431	3.90	150
16L/34R	4011	16L/1431	-	75
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

### Early turn

Takeoffs on runways 16L and 16R shall climb straight out 2.2 miles DME and attain a minimum 1800' MSL prior to turning.

The VNY Noise Management Office notifies any aircraft owner identified as conducting operations contrary to the Van Nuys Airport Early Turn Policy and Procedure. The program uses the notification process to communicate to the operators the requirements of this airport noise abatement program and to assist the pilots to fly the established departure route and altitude.

### Quiet Departure program

Jet airplane operators are to conduct south departures so that measured noise levels are below a pre-established departure criterion.

The Noise Management Office (NMO) monitors jet departure noise and flight track data at

various locations surrounding the airport. Jet aircraft departure operations that exceed a preset noise level at a specified noise monitor are notified of the incident. This program is used to monitor and modify takeoff aircraft operations and to assist pilots in utilizing the appropriate noise mitigation takeoff procedures. Program formally started in February of 1994.

Call (818) 909-3571 for departure target noise levels for a specific airplane.

### **Helicopter and Route Deviation Program**

The flight patterns for helicopters during ingress and egress operations at Van Nuys Airport specify recommended minimum altitudes of 1300 feet MSL upon leaving the airport boundary.

Additionally there exist six distinct routes. The FAA has established a series of VNY flight routes that specify ingress and egress and altitude minimums in order to maximize the safety and efficiency of traffic control and to mitigate the noise impact to the adjacent communities. The Noise Management Office notifies helicopter owners of those ingress and egress operations that deviated from the established routes. The program uses the notification process to assist pilots to fly the established routes and altitude minimums and to minimize flight and noise impacts in local airport residential areas.

The addition of a discrete FAA beacon code (1204) provides helicopter operators a separate frequency to request an approved route and altitude.

Call (818) 909-3571 for a copy of the prescribed routes.

### **CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

#### **AIRPORT CURFEWS**

The partial curfew applies to all Stage 2 fixed wing jet aircraft that generate a noise level equal to or above 74 decibels (per FAA Advisory Circular 36-3H) from departing the airport between 2200 and 0700 hours. Certain older and noisier model stage 3 jets are prohibited from departing the airport between 2300 and 0700. Newer Stage 3 jets are exempt from curfew times but should comply with the other VNY noise abatement programs.

Helicopters, medical flights (Life Guard Operations with proper documentation), military or other government owned aircraft involved in law enforcement, emergency, fire or rescue operations are exempt at all time.

Violators of the ordinance will pay civil penalties, which range from \$750 for the first violation to \$3500 for the third violation. For those with more than three violations, the operator will be banned from using the airport. "Touch and Go" operations are not permitted between the hours of 2200-0700 (local time) from June 21 through September 15; and between the hours of 2100-0700(local time) from September 16 through June 20.

#### **PREFERENTIAL RUNWAYS**

16R/34L for jets

#### **OPERATING QUOTA - [NONE](#)**

#### **ENGINE RUN-UP RESTRICTIONS**

Maintenance run-ups permitted 0700 - 1900 (local time) and at the northwest blast fence only.

#### **APU OPERATING RESTRICTIONS - [NONE](#)**

## NOISE BUDGET RESTRICTIONS - [NONE](#)

## NOISE SURCHARGE - [NONE](#)

### **Part 150 NCP**

The FAA issued a Record of Approval for the Van Nuys Airport FAR Part 150 Noise Compatibility Program effective October 16, 2009. Approval included three of fourteen Noise Abatement elements, two of three Noise Mitigation elements, two of two Land Use Planning elements, and eight of sixteen Program Management elements.

### PART 161 STUDY

Provided by the Airport 6/2005

The following are the proposed mitigation measures to be studied as part of VNY's Part 161

1. Incentives/Disincentives in Rental Rates: Establish a set of incentives and disincentives through differential rental rates to encourage the greater use of quieter aircraft and less use of noisier aircraft at VNY. This Proposed Restriction would establish rental rates for leases and tie downs correlated to the level of noise generated by the aircraft;
2. Incentives/Disincentives in Landing Fees: Establish a system of differential landing fees for aircraft using VNY with higher landing fees for noisier aircraft and lower landing fees for quieter aircraft;
3. Establish Fines for Violations of VNY Noise Abatement Policies:  
Establish a system of monetary penalties (fines) to be imposed on aircraft operators who violate noise abatement policies at VNY. This Proposed Restriction would make the voluntary VNY Fly Friendly program mandatory and establish penalties for violations of the program. This Proposed Restriction would enable the City of Los Angeles to implement the following penalties: \$500 for the third (3rd) violation; \$1,000 for the fourth (4th) violation; and \$2,000 for the fifth (5th) and subsequent violations. Any operator who commits a 6th violation would be banned from using VNY;
4. Establish Maximum Daytime Noise Limits: Establish a maximum daytime noise limit for all aircraft operating at VNY of 77 dBA;
5. Establish a Limit on Stage 3 Jets: Establish a cap on the number of Stage 3 jets that may be based at VNY;
6. Expansion of the VNY Curfew: Amend the existing curfew ordinance to expand the hours of the current curfew to include all non-emergency jets and non-emergency helicopters as aircraft that would come under the provisions of the curfew during the hours of 10:00 p.m. to 7:00 a.m.; and
7. Establish a Cap or Phase-Out of Helicopters: Establish a cap on the number of, or a phase-out of helicopters from VNY.

Due to the large number of Proposed Restrictions to be analyzed, the estimated timeframe for completion and submittal of the VNY Part 161 applications to the FAA is from three to five years.

The consulting firm of Harris Miller Miller & Hanson, Inc (HMMH) of Burlington, MA was selected to direct the study.

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2001 - current	648 total dwelling units completed as of 5/31/2010.  Program boundary is the 3rd Quarter 1998, 65 dB CNEL contour.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	2001	Participants must sign avigation and noise easements prior to receiving sound insulation.
Zoning Laws	Late 1990's	City of Los Angeles necessary changes to building code to require new dwellings or significant remodeling to existing dwellings within the 65 dB CNEL noise contour to incorporate sound insulation materials to achieve a 45 dB interior noise level. There are also requirements for dwellings within the 60 dB CNEL noise contour.
Real Estate/Property Disclosure Laws	2004	State of California requires sellers to disclose whether the property is within an airport influence area as defined by the County Airport Land Use Commission.
Acquire Land for Noise Compatibility to date	-	Currently not planned for residential properties.
Population within each noise contour level relative to aircraft operations	-	743 (65 dB CNEL - 70 dB CNEL) 8 (> 70 dB CNEL) Based on program boundary (3rd Quarter 1998 65 dB CNEL contour.
Airport Noise Contour Overlay Maps	-	Current noise contours: <a href="http://www.lawa.org/vny/vnycontour.cfm">http://www.lawa.org/vny/vnycontour.cfm</a>
Total Cost of Noise Mitigation Programs to Date	1999 - current	Total funding through 12/31/09: \$27,845,900* *Not all funds were available or expended each year.  LAWA funding: \$27,845,900 FAA Grants: \$0
Source of Noise Mitigation Program Funding for Aircraft Noise	-	LAWA Revenue Budget (\$3.0 million/year)

#### NOISE MONITORING SYSTEM

#### **NOISE MONITORING SYSTEM – Airport Noise and Operations Management**

System (ANOMS)

LAWA has upgraded it entire noise monitoring system; old sites have been replaced or retrofitted, and new sites have been added. At VNY, the new system has a total of 14 noise monitors.



Below is a list of noise monitor sites containing location information and parameter settings for each monitor.

\* denotes weather sensor present at site.

Site	NMS	Latitude			Longitude			Altitude ft	Threshold (dB)	Min Duration	Max Duration	Lmax limit	SEL limit
		DEG	MIN	SEC	DEG	MIN	SEC						
201	VNY01	34	14	21.89	118	29	24.50	856	63	5	100	0	0
202	VNY02	34	13	56.99	118	29	25.86	838	63	5	100	0	0
203	VNY03*	34	13	37.34	118	29	29.73	824	63	5	100	0	0
204	VNY04	34	13	29.58	118	29	40.18	820	63	5	100	0	0
205	VNY05	34	13	19.00	118	29	17.00	805	63	5	100	0	0
206	VNY06	34	12	21.43	118	29	48.05	772	63	5	100	0	0
207	VNY07	34	12	8.04	118	29	5.43	758	63	5	100	0	0
208	VNY08	34	11	59.31	118	29	40.71	753	64	5	100	0	0
209	VNY09	34	11	34.30	118	29	46.34	741	63	5	100	0	0
210	VNY10	34	11	25.32	118	29	12.95	732	63	5	100	0	0
211	VNY11	34	11	25.22	118	29	58.60	732	63	5	100	0	0
212	VNY12	34	11	16.58	118	29	30.41	726	63	5	100	0	0
213	VNY13*	34	9	6.75	118	29	19.92	720	65	5	100	0	0

214	VNY14	34	9	43.06	118	29	0.78	713	63	5	100	0	0
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FLIGHT TRACK MONITORING SYSTEM

INTERNET FLIGHT TRACK MONITORING SYSTEM – WebTrak

LAWA has an Internet Flight Tracking System called WebTrak that allows public to track the movement of flights and aircraft traffic patterns within San Fernando Valley and the western and northern portions of the greater Los Angeles area. This flight tracking system includes specific information about flights from VNY and Burbank Airport (BUR), as well as information on air traffic transiting through the region.

WebTrak provides real time flight track and noise data with a delay of approximately 22 minutes for aviation security and data processing reasons. Historical flight track and noise data are archived for a period of 90 days.

WebTrak also includes a feature that enables residents who live in areas surrounding VNY to investigate and file complaints about noise disturbances associated with specific aircraft operations they have identified using the system.

Link to WebTrak: <http://vny.webtrak-lochard.com/template/index.html>

NOISE LEVEL LIMITS

Van Nuys Airport implemented maximum noise levels for aircraft operations effective April 15, 2010, per City of Los Angeles Ordinance No. 181106, which amended Ordinance No. 155,727 (VNY Noise Abatement and Curfew Regulation). This ordinance provides a timetable restricting the operation of noisier aircraft by Takeoff Maximum A-Weighted Sound Levels, per FAA Advisory Circular 36-3.

Nighttime curfew from 2200-0700 (local time) based on noise level limit. Any fixed wing aircraft which produces 74 dBA or greater on take-off per AC36-3H may not depart during the curfew hours.

Stage 3 aircraft (newer or modified jet-engine aircraft) are not affected by the curfew until 11:00 p.m. (local time).

Violators of the ordinance will pay civil penalties which range from \$750 for the first violation to \$3500 for the third violation and for those with more than three violations; the operator will be ban from using airport. The curfew does not apply to helicopters, emergency flights or military aircraft. Landings are not restricted.

STAGE 2 RESTRICTIONS

Aircraft <75,000 lbs

Van Nuys Airport implemented the Non-Addition Rule on June 10,2000, per City of Los Angeles Ordinance No. 173,215, which amended Ordinance No. 155,727 (VNY Noise Abatement and Curfew Regulation). The Non-Addition Rule prohibits any additional fixed wing aircraft with noise levels exceeding 77 dBA from being based at Van Nuys Airport, subject to certain exceptions.

This Ordinance does not apply to Stage 3 aircraft.

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

## STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

Per Resolution No. 20736 (aircraft >75,000 lbs)

The existing based exempt or "grandfathered" fleet of Stage 2 based aircraft will be allowed to continue to operate at VNY. For the six years after adoption of the new regulation (or until December 31, 2005), Stage 2 based aircraft permanently being removed from VNY can be replaced with replacement aircraft that do not exceed 85 dBA on takeoff. After January 1, 2006 only Stage 3 or Stage 2 aircraft with 77 dBA or lower on departure will be allowed as replacement aircraft.

## STAGE 3 RESTRICTIONS

See Airport Curfews.

## COMMENTS

Van Nuys Airport is one facility in the Los Angeles World Airports (LAWA) transportation system. Each LAWA airport has well established noise abatement regulations and policies developed by the City of Los Angeles and adapted to each community served by the facility.

Over the last twenty years Van Nuys Airport management has implemented a series of Noise Abatement programs to regulate aircraft operations conducted at Van Nuys Airport and Noise mitigation programs to reduce the noise impact on the surrounding communities.

### **City of Los Angeles Ordinance No. 155,727**

#### **Van Nuys Airport Noise Abatement and Curfew Regulation**

Section 1. Definitions: Except where the context otherwise requires, the following terms, when used in this regulation, shall have the following definitions:

(a) Advisory Circular 36-3A - Estimated maximum A - Weighted Sound Levels for airplanes at Part 36 Appendix "C" Locations - Takeoff - as set forth in the United States Department of Transport, Federal Aviation Administration, Advisory Circular 36-3A, dated June 11, 1980, attached as Exhibit "A" to this regulation and make part hereof as though set forth in full, and as said Advisory Circular may be amended from time to time.

(b) Aircraft - All fixed-wing aircraft driven by one or more propeller, turbojet, or turbo fan engines.

(c) Airport - Van Nuys Airport.

(d) Airport Manager - Van Nuys Airport Manager.

(e) Board - Board of Airport Commissioners of the City of Los Angeles as described in Article XXIV, Section 238, et. seq. of the Charter of the City of Los Angeles.

(f) dBA - A weighted sound pressure level.

(g) Depart - The movement of an aircraft from the time it commences its departure until it is airborne.

(h) General Manager - General Manager of the Department of Airports, as

described and defined in Article VI, Section 70 et. seq. and Article XXIV, Section 238, et. seq. of the Charter of the City of Los Angeles.

(i) Person - An individual, partnership, business, corporation, joint venture, or any entity responsible for an aircraft operation.

(j) Repetitive Operation - A practice operation, including but not limited to "touch and go" or "stop and go" operations, which utilize and Airport runway to land where the aircraft touching down or landing takes off again within five minutes. However, this definition does not include such operations as are necessary because of safety considerations or weather phenomena.

(k) Run-up - The ground testing or revving of an aircraft engine not immediately connected to contemporaneous air operation.

(l) "Stop and Go" Operation - The action by an aircraft consisting of a landing, followed by a complete stop on the runway, and then a takeoff from that point.

(m) "Touch and Go" Operation - The action taken by an aircraft consisting of a landing and departure on a runway without stopping or exiting the runway.

(n) For the purposes of this regulation, all times are local Pacific Standard Time, unless Daylight Savings Time is in force and, in such event, it shall be used.

Section 2. Curfew. No aircraft may depart from Vay Nuys Airport between the hours of 11:00pm and 7:00am of the following day, except those aircraft listed below:

(a) Military aircraft and any government owned or operated aircraft involved in law enforcement, emergency, fire or rescue operations.

(b) Aircraft whose estimated takeoff noise levels, as set forth in Federal Aviation Administration Advisory Circular AC36-3H (or in any revision, supplement or replacement thereof listing the noise levels) are equal to or less than 74 dBA.

(c) Aircraft of a type not included in Advisory Circular 36-3H, for which evidence has been furnished to the Board that the departure noise of said aircraft will not exceed 74.0 dBA set forth in Advisory Circular 36-3A. When furnishing evidence that an aircraft has the ability to depart and not exceed the dBA level of 74.0, the person producing such evidence shall be required to provide appropriate information to validate conclusions and ability to comply with this regulation. The Board reserves the right to validate the aircraft's compliance ability through utilization of actual flight noise measurements.

(d) Aircraft which have been identified by the Federal Aviation Administration in writing as having 74.0 dBA or lower takeoff noise level although such figure is not published in Advisory Circular AC36-3H.

(e) Aircraft engaged in a bona fide medical or life-saving emergency for which acceptable evidence has been submitted in writing to the General Manager within seventy-two (72) hours prior to or subsequent to said departure.

Section 3. Repetitive Aircraft Operations.



(a) No person shall engage in repetitive operations in any propeller powered aircraft between the hours of 10:00 pm and 7:00 am of the following day from June 21 through September 15, and between the hours of 9:00 pm and 7:00 am of the following day, from September 16 through June 20.

(b) No person shall engage in repetitive operations in any turbo-jet or fan jet powered aircraft, at anytime, at the Airport.

Section 4. Preferential Runway. Between the hours of 11:00 pm and 7:00 am of the following day, weather and traffic permitting, all aircraft shall depart on Runway 16R and shall arrive on Runway 34L of the Airport unless instructed otherwise by the Federal Aviation Administration Air Traffic Controller. \*(See page 9, Public Notice).

Section 5. Run-ups. No person shall test or run-up an aircraft engine for maintenance purposes between the hours of 7:00 pm and 7:00 am of the following day. Engine run-ups shall be done only in areas designated in writing by the General Manager. Section 6. Presumption. For the purpose of this regulation, the beneficial owner of an aircraft shall be rebuttably presumed to be the pilot of the aircraft with authority to control the aircraft's operations, except that where the aircraft is leased, the lessee shall be presumed to be the pilot.

In the case of any pilot training operation in which both an instructor and student pilot are in the aircraft operated in violation of any provision of this regulation, the instructor shall be rebuttably presumed to have caused such violation.

Section 7. Enforcement and Penalties.

(a) Civil Penalties. In addition to any other remedy provided for by this regulation or elsewhere, any person who violates any provision of this regulation shall be liable for a civil penalty not to exceed seven hundred and fifty (\$750) dollars. Any person who violates any provision of this regulation for a second time within one year of a prior violation shall be liable for a civil penalty not to exceed one thousand five hundred (\$1500) dollars upon such second violation.

Any person who violates any provision of this regulation for a third or any subsequent time within a three (3) year period shall be liable for a civil penalty not to exceed three thousand five hundred (\$3500) dollars.

Civil penalties shall be assessed and recovered in a civil action brought in the name of the City of Los Angeles by the City Attorney of Los Angeles in any court of competent jurisdiction in Los Angeles County. Funds recovered thereby shall be placed in the Airport Revenue Fund.

(b) Denial of Use of Airport. In the event any person has violated any provision of this regulation three (3) or more times within a three year period of the first violation, then for a period of three years thereafter, such person shall be deemed a persistent violator and be denied permission to depart from Airport in an aircraft owned, borrowed, rented or leased by such person and denied the right to lease, rent or use space for any aircraft (including tie-down) at Airport.

(c) Exclusion of Aircraft for Violations. In the event an aircraft has been operated in violation of any provision of this regulation on three or more occasions within a three-year period of the first violation, whether piloted by

the same or different individuals, then it shall be presumed that future operations of said aircraft will result in continued violations. The Airport Manager shall thereafter deny said aircraft permission for a period of three years to tie-down, be based at, or takeoff from Airport provided, however, that a new owner, who has not operated the aircraft or caused it to be operated in violation of this regulation, shall be entitled to appeal such decision to the Airport Manager upon furnishing satisfactory evidence of a change in both the operating personnel and ownership of such aircraft. Upon receiving such evidence, the Airport Manager shall restore all rights to said aircraft.

(d) Other Enforcement. The provisions of the regulation may be judicially enforced by injunction or other relief deemed appropriate by any court of competent jurisdiction.

Any person, except employees of the Federal Aviation Administration acting in the course and scope of their employment, who counsels, aids, assists, or abets any other person in the operation of any aircraft in violation of this regulation is subject to the same penalty provisions as are specified in this section.

The remedies described herein shall be deemed to be cumulative, and, the election to seek any remedy shall not be deemed to be a waiver of other remedies nor a bar to seek more than one remedy for the same violation of this regulation.

Section 8. Savings Clause. If any section, subsection, sentence, clause or phrase of this regulation is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this regulation. The City Council hereby declares that it would have passed this regulation and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 9. Desingated Officers and Employees. The General Manager, and such other City employees as are designated by the General Manager, shall have the duty and authority to enforce the provisions of this regulation.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles of July 29, 1981 and was passed at its meeting of August 5, 1981.

REX. E. LAYTON, City Clerk

By Chauncy B. Pruner, Deputy. Approved August 10, 1981.

TOM BRADLEY, Mayor.

File No. 73-2158 S1 & S2, 77-4557 (DJG9588) Aug 31

PUBLIC NOTICE RE: ORDINANCE 155727\*\*

EFFECTIVE AUGUST 8, 1982, VAN NUYS AIRPORT DOES NOT HAVE AIR TRAFFIC CONTROLLERS BETWEEN THE HOURS OF 2245 AND 0600 OF THE FOLLOWING DAY, LOCAL TIME DAILY.

THE FEDERAL AVIATION ADMINISTRATION AIR TRAFFIC CONTROLLER HAS SUSPENDED THE PROVISIONS OF SECTION 4 OF THE VAN NUYS NOISE ABATEMENT AND CURFEW ORDINANCE NO. 155727 UNTIL FURTHER NOTICE. SECTION 3, PARAGRAPH 222 AND 223 OF THE AIRMAN'S INFORMATION MANUAL APPLIES AT VAN NUYS AIRPORT BETWEEN HOURS 2245 AND 0600

OF THE FOLLOWING DAY. LOCAL TIME DAILY UNTIL FURTHER NOTICE.

ORDINANCE No. 171889

An Ordinance approving a Regulation adopted by Resolution 20030 of the Board of Airport Commissioners of the City of Los Angeles amending Ordinance 155,727 of the City of Los Angeles, known as the Van Nuys Noise Abatement and Curfew Regulation, to add section 2.1 extending the curfew hours at  
Van Nuys Airport.

The People of the City of Los Angeles Do Ordain as Follows:

Section 1. The Regulation, adopted by Resolution No. 20030 of the Board of Airport Commissioners December 4, 1997, is hereby approved. Said Regulation contained in said Resolution provides an additional curfew hour for aircraft at Van Nuys Airport.

Section 2. Ordinance 155,727 of the City of Los Angeles is hereby amended by adding one new section to read as follows:

Section 2.1 Curfew. Except for aircraft exempted by subdivisions (a) through (e) of Section 2, no aircraft may depart from Van Nuys Airport between the hours of 10:00 pm and 11:00 pm. The provisions of this section shall not be applicable to any aircraft certificated as Stage 3 pursuant to 14 Code of Federal Regulation Part 36.

Section 3. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles. I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting DEC 19, 1997.

ORDINANCE No. 173215

An Ordinance approving a Regulation adopted by Resolution 20736 of the Board of Airport Commissioners of the City of Los Angeles amending Ordinance 155,727 of the City of Los Angeles, known as the Van Nuys Noise Abatement and Curfew Regulation, to add Section 5.1 and subsection (gg) to Section 1, thereby adding a Non-addition Rule.

The People of the City of Los Angeles Do Ordain as Follows:

Section 1. The Regulation, adopted by Resolution No. 207736 of the Board of Airport Commissioners on July 28, 1999, is hereby approved. Said Regulation contained in said Resolution provides an additional noise abatement regulation for aircraft at Van Nuys Airport.

Section 2. Ordinance 155,727 of the City of Los Angeles is hereby amended by adding one new section and one subsection to read as follows:

Section 5.1 Non-addition.

No person or tenant may tie down, part or hangar any aircraft at Van Nuys Airport, whose Advisory Circular 36-3G takeoff noise level equals or exceeds 77 dBA, for more than thirty (30) days in any calendar year, unless said aircraft is an exempt based aircraft.

EXEMPTION A - STAGE 3: The provisions of this section shall not be applicable to any aircraft certificated as Stage 3 pursuant to 14 Code of Federal Regulations Part 36.

EXEMPTION B - REPAIR AND MAINTENANCE: Notwithstanding the restrictions of Section 5.1, a Stage 2 aircraft with a takeoff noise level in excess of 77 dBA may be parked, tied down or hangared at the Airport in excess of the 30 day limit (and such additional time as is necessary) to perform major repairs or refurbishment, required maintenance inspections or systems installations and warranty work (hereinafter "work") provided all of the following conditions are fully satisfied:

(a) Prior to the day of arrival of the aircraft the Airport Manager receives a written "work notice" containing the anticipated date of arrival, the name of the aircraft owner and operator, the aircraft type and registration "N" number, the name of the company or entity contracted to perform the work, a description of the work to be performed, and an estimate of the duration of the stay; and

(b) The aircraft is not being charged a tie-down fee or other use fee by an Airport tenant; and

(c) The aircraft owner or operator obtains a written permit from the Airport Manager authorizing an exemption under this subsection prior to or within 24 hours of arrival of the aircraft at the Airport; and

(d) The aircraft owner or operator complies with all conditions and terms stated in the written permit granted by the Airport Manager, including but not limited to mandatory daytime hours for flight arrival and departures; and

(e) The aircraft owner or operator provides written notice of departure to the Airport Manager within 24 hours of departure from the Airport.

**EXEMPTION C - REPLACEMENT:** Until December 31, 2005, notwithstanding the provisions of Section 5.1, and exempt based Stage 2 aircraft, as defined in Section 1, subsection (gg), may be replaced with another Stage 2 aircraft exceeding 77 dBA ("replacement Stage 2 aircraft"), provided all of the following apply:

(a) The Stage 2 aircraft being replaced will no longer be based at the Airport; and

(b) Calculated on the date of replacement, the replacement Stage 2 aircraft has an Advisory Circular 36-3G takeoff noise level not exceeding 85 dBA; and

(c) The replacement Stage 2 aircraft, after January 1, 2011, shall not be tied down, parked or hangared at Van Nuys Airport for more than thirty (30) days in any calendar year. A replacement Stage 2 aircraft exceeding 77 dBA shall not be considered an "exempt based aircraft", nor shall its continued presence at Van Nuys Airport under Exemption C ever entitle it to "exempt based aircraft" status.

Section 1, Subsection (gg)

(gg) Exempt Based Aircraft - All aircraft which were parked, tied down or hangared at Airport for ninety (90) days or more during the twelve (12) months immediately preceding December 31, 1999.

Said ordinance was presented to the Mayor on April 24, 2000; the Mayor returned said ordinance to the City Clerk on May 5, 2000 without his approval or his objections in writing, being more than ten days after the same was presented to the Mayor.

Said ordinance shall become effective and be as valid as if the Mayor had approved and signed it. (Section 30, City Charter)