

Communication from Public

Name: Kathleen K
Date Submitted: 12/11/2023 10:08 AM
Council File No: 23-1339

Comments for Public Posting: Dear City Councilmembers: LA residents look to you to rectify the lack of oversight that for years has allowed controversial land use development to occur at VNY that turned it into a commercial airport for the wealthy elite and that continues to profit the business interests at VNY at the expense of the local and global environment and the health of people who live, go to school, and work around the airport. In addition to an over 50% increase in fixed base operations — coinciding with roughly 50% increase in jet ops since 2016, LAWA's lack of policy and a relevant Specific Airport Plan has resulted in the City wasting nearly \$100M of capital investment funds to turn VNY into predominantly an airport for private and charter jets interests without mitigation mandates or foresight as to environmental and health costs, and without including common sense environmental protections to protect neighbors from air pollution and to protect land and water from long-term contamination from jet fuel. Vehicle plug-ins, solar panels, and talks about bio fuel are not enough to off-set the private charters. It is long overdue that City Council paid attention to the decades-long issues surrounding VNY stewardship — documented in a variety of council files over the years and in the 2008 Industrial, Economic, and Administrative Survey (IEA). Residents stand united to calling for City Council to do the following: 1. Support Motion 23-1339 and its criteria as written and without amendment. 2. Reject the Bonseph Helinet LLC proposal. This controversial proposal — presented by the primary developer who already has a massive influence and presence at VNY -- was presented in the continuing vacuum of a lack of long-term Plan and is void of critical environmental components. For these reasons alone this project should be rejected. Upon rejection the City should conduct an IEA under City Charter Section 266(a) and as referred to in number three (#3) below. There are BETTER options available on that lot and now that the RFP process has completed and failed to produce an acceptable proposal, the City should explore more compatible and thoughtful options that benefit the entire region and not just the developer. 3. Support a moratorium ordinance prohibiting building permits on specified aviation land at VNY until a forensic audit and Industrial, Economic and Administrative Study (IEA) have been conducted, as well as all necessary environmental, health and

cumulative impact studies on VNY land use and until said studies have been utilized in the creation of a new Specific Airport Plan. Councilmembers of impacted districts should without hesitation turn a deaf ear to lobbyists and paid employees of VNY businesses and protect their constituents. Councilmembers of non-impacted districts should defer to the interests and health CD6's and other impacted CDs efforts on the above three necessities. Thank you for protecting your constituents. Sincerely,
Kathleen

Communication from Public

Name:

Date Submitted: 12/11/2023 11:49 AM

Council File No: 23-1339

Comments for Public Posting: It is long overdue that City Council paid attention to the decades-long issues surrounding VNY stewardship — documented in a variety of council files over the years and in the 2008 Industrial, Economic, and Administrative Survey (IEA). Residents stand united in calling for City Council to do the following: 1. Support Motion 23-1339 and its criteria as written and without amendment. 2. Reject the Bonseph Helinet LLC proposal. This controversial proposal — presented by the primary developer who already has a massive influence and presence at VNY -- was presented in the continuing vacuum of a lack of long-term Plan and is void of critical environmental components. For these reasons alone this project should be rejected. Upon rejection the City should conduct an IEA under City Charter Section 266(a) and as referred to in number three (#3) below. There are BETTER options available on that lot and now that the RFP process has completed and failed to produce an acceptable proposal, the City should explore more compatible and thoughtful options that benefit the entire region and not just the developer. 3. Support a moratorium ordinance prohibiting building permits on specified aviation land at VNY until a forensic audit and Industrial, Economic and Administrative Study (IEA) have been conducted, as well as all necessary environmental, health and cumulative impact studies on VNY land use and until said studies have been utilized in the creation of a new Specific Airport Plan. Councilmembers of impacted districts should protect their constituents and without hesitation turn a deaf ear to lobbyists and paid employees of VNY businesses. Councilmembers of non-impacted districts should defer to the interests and health of CD6 residents and other impacted CDs efforts on the above three necessities. Thank you for protecting your constituents.

Communication from Public

Name:

Date Submitted: 12/11/2023 11:52 AM

Council File No: 23-1339

Comments for Public Posting: It is long overdue that City Council paid attention to the decades-long issues surrounding VNY stewardship — documented in a variety of council files over the years and in the 2008 Industrial, Economic, and Administrative Survey (IEA). Residents stand united in calling for City Council to do the following: 1. Support Motion 23-1339 and its criteria as written and without amendment. 2. Reject the Bonseph Helinet LLC proposal. This controversial proposal — presented by the primary developer who already has a massive influence and presence at VNY -- was presented in the continuing vacuum of a lack of long-term Plan and is void of critical environmental components. For these reasons alone this project should be rejected. Upon rejection the City should conduct an IEA under City Charter Section 266(a) and as referred to in number three (#3) below. There are BETTER options available on that lot and now that the RFP process has completed and failed to produce an acceptable proposal, the City should explore more compatible and thoughtful options that benefit the entire region and not just the developer. 3. Support a moratorium ordinance prohibiting building permits on specified aviation land at VNY until a forensic audit and Industrial, Economic and Administrative Study (IEA) have been conducted, as well as all necessary environmental, health and cumulative impact studies on VNY land use and until said studies have been utilized in the creation of a new Specific Airport Plan. Councilmembers of impacted districts should protect their constituents and without hesitation turn a deaf ear to lobbyists and paid employees of VNY businesses. Councilmembers of non-impacted districts should defer to the interests and health of CD6 residents and other impacted CDs efforts on the above three necessities. Thank you for protecting your constituents.

Communication from Public

Name: SAVE OUR SKIES LA

Date Submitted: 12/11/2023 01:48 PM

Council File No: 23-1339

Comments for Public Posting: For many years now and in the absence of a considered and inclusive specific airport plan--one that takes into account Los Angeles' long term climate goals and the fact of zoning realities in which a general aviation airport is located in a highly densely populated and diverse area, LAWA and the VNY staff have been approving and rubber-stamping the jet expansion efforts of a coalition of business interests led by the Van Nuys Airport Association and its leadership. The ad hoc development of spaces at VNY -- there are now in effect EIGHT fixed base operators (Clay Lacy, Castle & Cooke, Signature North, Signature West, Signature East, Signature Midfield, Prop Park, & Jet Aviation), where previously there were four -- combined with the developments like building up ramp structures to accommodate larger and heavier jets and the recent massive resurfacing of VNY runways positioned VNY for its transformation into what it's now become: An airport for the wealthy elite who either fly charter or their private jets for convenience and with a hugely damaging and outsized pollution and climate-warming impact. How is the morphing of VNY into a quasi-commercial airport for the wealthy and business elite -- which also has been facilitated by the adoption of the FAA's NextGen satellite navigation system that has the effect of exponentially increasing daily jet capacity at the airport — in line with the City of LA's commitment to reducing its carbon footprint? Why has LA allowed the dictates and messaging of private sector business interests at VNY to create the patchwork of jet owning and servicing tenants and subtenants at VNY that are crowding out the smaller prop plane owners that historically have been the face of airport? Why have well-known and accepted environmental mitigation measures -- e.g., electrified hangars and ramps, greywater treatment systems, jet blast walls to protect adjacent residents and businesses (sometimes less than 100 feet from the airport), and tree and landscape mitigation all around the airport -- not automatically been included with each and every development project that LAWA BOAC approved at VNY? Why was Castle & Cooke allowed to expand its jet operations on the westside of the airport by subleasing space from Aerolease West when their operations are located fewer than 40 feet from thousands of residents and business owners who have been suffering from very the real and

toxic air pollution due to the idling of the increasing numbers and larger and larger jets at that location. Why has no one at LAWA reached out to the 35+ schools and day care centers within 1.25 miles of the airport to find out how they're dealing with the increased noise and air pollution from the 6000 jets now flying at much lower altitudes into and out of the airport every month, such that at Valley Charter Elementary just to the north of VNY, children have to stop learning every few minutes as the thunderous noise from low flying landing jets prevents them from hearing their teachers, not to mention all the black soot that is spewing all over them and their recreational areas. Why have many families and people been getting sick and worsening asthma from the years of exposure to black soot from VNY jets without action from City of LA to address the situation. Why is no one looking into the very real longterm health consequences, including cancers like leukemia, from prolonged exposure to VOCs from kerosene jet fuel from VNY jets. A new Specific Airport Plan — with the studies and community input it entails, would go a long way toward fixing these very costly (in human and financial terms) mistakes that have been made at VNY over the years. Motion 23-1339 should be approved, and City of LA and LAWA should improve their ethical behavior by ceasing to allow solely private sector business relationships (nurtured primarily by the coalition at Van Nuys Airport Association) to guide actions at this publicly owned airport. Yes, aviation jobs are important; but the airport exists for the entire region, not just the private sector businesses at VNY. There's been a huge imbalance at VNY favoring business without taking into account the people who live, play, go to school, and work around the airport. Unfortunately VNY is not located in a peopleless greenbelt like Westchester County Airport. This means compromise and changes need to be made right now. Developments at VNY could include projects other than jets, that are incoming-producing and/or that could benefit many more people without the harmful environmental consequences of idling and flying jets. Perhaps a smaller footprint GA airport with other components such as retail space, buffer zones, and green spaces would be the desired and considered outcome of an open and inclusive specific airport plan. Thank you for listening to the residents and the other neighbors around Van Nuys Airport, for the first time in the history of the airport.

Communication from Public

Name: Wayne

Date Submitted: 12/11/2023 01:51 PM

Council File No: 23-1339

Comments for Public Posting: I fully support all aspects of this motion as our community and my home are heavily impacted by jet and helicopter noise from VNY on a daily and hourly basis, and I live almost 5 miles from VNY!!! This is the most significant and impactful supportive motion to help limit the bombardment of jet growth at VNY. Do not take this lightly, as significant moneyed interests at the airport will do all they can to stop it. Please pass this motion without written amendment. I urge all City Council Members to vote YES in order to help the Valley and foothill communities in the San Fernando Valley heavily impacted by the growth of jet noise and traffic at VNY. Sincerely, Wayne Williams Vice Chair - Van Nuys Airport Citizens Advisory Council

Communication from Public

Name: Evelyn Gray

Date Submitted: 12/11/2023 03:57 PM

Council File No: 23-1339

Comments for Public Posting: Dear Council Members, My name is Evelyn Gray and I have lived in my home in Lake Balboa since July 2011. In the past few years, I have noticed and been bothered by the increase of air traffic close to my home. I am not in the 1% and do not use the services of a private airport and I yet I am affected by the noise, strong fuel smells and pollution. The people who use the airport are not affected, and are not very good guests. LAWA and VNY need to be held accountable for their flagrant disregard for the surrounding community. I am a retired senior and have concerns about my health and safety as I age in a home I love. Please Council Members, do the right thing and follow Council Member Padilla's and say YES to motion 23-1339

Communication from Public

Name: tom & tim gutierrez
Date Submitted: 12/11/2023 04:07 PM
Council File No: 23-1339

Comments for Public Posting: We are long time valley residents and remember when the valley tried to separate itself from Los Angeles and become its own city because city council and the mayor and all the city agencies ignore the valley's needs and rights of its dwellers. Motion 23-1339 is from a VALLEY council member and is long overdue and greatly appreciated!

----- The department of airports, aka LAWA, is grossly negligent and the exposed failures of Samatha Bricker, Flora Margheritis and "lifers" on the BOAC who all failed to implement policy into VNY development should call for everyone to be replaced. Luckily Mayor Bass did replace three commissioners on BOAC but why leave Nick Roxborough?! All one has to do is pay attention to him fluttering about doing LAWA's bidding at various functions and events, and now promoting the ill-fated Bonseph Helinet LLC proposal as if he has a stake in it! And speaking of Bonseph Helinet, Flora Margheritis "conveniently" retired AFTER she ensured "buddy" Curt Castagna's deal was rubber stamped by BOAC. (Thank goodness smart Valley residents already cited and exposed the deceit in LAWA's 10/6/2023 report to BOAC and its stalled since.) My opinion of Flora & Castagna's "buddy" relationship is born from documented history, like photographs over the years, NATA (where Curt sat on the board but now is CEO) giving Marguerites an award, and the two seen whispering at many an event/meeting setting and commerce meetings.

----- Bonseph Helinet needs to rejected on the merits that it is NOT in the best interest of this City because once again, the investor proposes NOTHING to meaningfully mitigate the new development's ultimate cumulative detriment to community and our local air, nor to benefit the City in an adequate way or more so than a more compatible deal however, one would be remiss if he didn't point out closed-door meetings and Castagna admitting he was involved in the RFP process in 2018 even though the RFP wasn't released until 2021!!!

----- Then there is Castagna, Helinet and their lobbyists witnessed and perceived exploitation of Children's Hospital. Even Nick Roxborough keeps putting focus on what is NOT relevant in this deal and echoing unsubstantiated claims that Helinet provides FREE medical transports but is that truly correct?! Don't insurance companies pay for those services? Not collecting a co-pay and doing service for FREE are two different things and either way - it has NO bearing on this controversial deal!! The Bonseph Helinet deal has NO impact on Helinet's current operations, which were reduced by 30% in 2022 per Helinet, and whether the proposal is accepted or denied there is ZERO impact on Helinet's existing operations PLUS, the perceived exploitation of children and Children's Hospital is nauseating! REJECT BONSEPH HELINET and explore more compatible options for the City that meet it's long term goals.

----- That is exactly WHY we need 23-1339, which is brilliantly done. If 23-1339 is thoughtfully carried out, self-serving corporate benefitting projects (at the expense of the Valley) like the Bonseph Helinet proposal would not even be considered a responsive bid to an RFP. Adopt 23-1339 as is and Reject Bonseph Helinet for the good of this Valley.

Communication from Public

Name: Sue Steinberg

Date Submitted: 12/08/2023 01:11 AM

Council File No: 23-1339

Comments for Public Posting: Having lived in the neighborhood adjacent to VNY known as The Pocket here in Lake Balboa since 1986, I've seen how VNY was once compatible to the neighborhood, and a considerate "neighbor" to the surrounding communities. Unfortunately, this is no longer the case. VNY has been allowed to dramatically outgrow it's location and sustainability here in the heart of the SFV. Designated a "General Aviation" airport, it has essentially morphed into a "Commercial Airport" with Charter & private jet traffic flying 24/7 & several flight schools, spewing toxic fuel & excessive noise, with no consideration for the 1.8 million people here in the Valley who are being affected. The horrible environmental impact is taking a toll healthwise, as well as financially on thousands of people, young & old. Many of us cannot move - nor should we have to. The average resident in the area can't use the airport, unless you can afford to charter or own a private jet. We just suffer the pollution and noise and get NOTHING in return. The wealthiest 1% benefit while we pay the price...because none of them live in the area, it's just a "convenience" to fly out of here. This is ENVIRONMENTAL INJUSTICE at its worst. This motion 23-1339 comes at a critical time, as the need has never been more important than now to STOP the excessive air traffic and expansion at VNY. LA needs to take the necessary time to listen to the needs of the surrounding communities/schools/businesses/residents being impacted. The last Airport Master Plan was released in 2006, and it's long overdue for a new and updated plan to be researched, vetted and implemented. Thanks to Councilpersons Padilla, and Raman for filing this motion, as their districts are the most impacted. But ALL the City Council members need to support this motion. As community leaders you need to protect all constituents, understanding that the health, well being, and environmental impact of VNY affects everyone here in LA.

Communication from Public

Name: Sharon Clark

Date Submitted: 12/11/2023 04:23 PM

Council File No: 23-1339

Comments for Public Posting: I live a few blocks from the Van Nuys Airport. We have to deal with the noise and fumes from large JETS on a daily basis. This problem has been growing bigger every year. These jets are loud and emit noxious fumes. The majority of the aircraft using this airport are not small propeller aircraft. This airport that is supposed to be a small neighborhood airport, but it seems to grow larger and larger every year, impacting our neighborhood in a negative way. I very much support Motion 23-1339 and encourage you to VOTE YES on this very important motion to rectify the oversight that has allowed controversial land use development to occur at the Van Nuys Airport.

Communication from Public

Name: Linda Jackson
Date Submitted: 12/11/2023 04:34 PM
Council File No: 23-1339

Comments for Public Posting: Dear Councilpersons: We need your help! The emissions of jet fuel from the planes at the Van Nuys Airport are having a very negative effect on the residents of the Bull Creek Pocket. The choking odor reaches our house, only ten homes away from the west side of the airport. Imagine how awful it is for the residents who live right across the street adjacent to Hayvenhurst! Only a few yards separate families, including young children, from these toxic fumes. We have lived in this neighborhood for 34 years and have seen the increase of planes, which are emitting fuel on our neighborhood, at all hours of the day and night. Noise regulations that were part of the Master Plan are ignored. Helicopters that are supposed to fly only over the Bull Creek Wash are flying in different parts of the neighborhood. This does not include fire and police helicopters; these are other types of helicopters that are not following the suggested paths. There is now talk of air taxis using the Van Nuys Airport. Our neighborhood is over its limit with regards to air transportation at this time. We are very concerned about the negative impacts these aircraft have on our health. I hope you will put yourself in the shoes of the residents of the Bull Creek Pocket (Sherman Way to Saticoy; Balboa to Hayvenhurst) and see that some of our issues can be easily addressed. Jets and any other aircraft that need refueling should be moved to the East side of the airport where the properties are commercial, not residential. No-fly times should be enforced. These changes would be simple improvements and would keep many of our long-time and respectable residents from suffering from bad health problems and/or moving away. Thank you for the help you can provide for the citizens of the Bull Creek Pocket. Sincerely,
Linda Jackson

Communication from Public

Name: Bill Jackson

Date Submitted: 12/11/2023 04:37 PM

Council File No: 23-1339

Comments for Public Posting: Dear Councilpersons: We need your help! The emissions of jet fuel from the planes at the Van Nuys Airport are having a very negative effect on the residents of the Bull Creek Pocket. The choking odor reaches our house, only ten homes away from the west side of the airport. Imagine how awful it is for the residents who live right across the street adjacent to Hayvenhurst! Only a few yards separate families, including young children, from these toxic fumes. We have lived in this neighborhood for 34 years and have seen the increase of planes, which are emitting fuel on our neighborhood, at all hours of the day and night. Noise regulations that were part of the Master Plan are ignored. Helicopters that are supposed to fly only over the Bull Creek Wash are flying in different parts of the neighborhood. This does not include fire and police helicopters; these are other types of helicopters that are not following the suggested paths. There is now talk of air taxis using the Van Nuys Airport. Our neighborhood is over its limit with regards to air transportation at this time. We are very concerned about the negative impacts these aircraft have on our health. I hope you will put yourself in the shoes of the residents of the Bull Creek Pocket (Sherman Way to Saticoy; Balboa to Hayvenhurst) and see that some of our issues can be easily addressed. Jets and any other aircraft that need refueling should be moved to the East side of the airport where the properties are commercial, not residential. No-fly times should be enforced. These changes would be simple improvements and would keep many of our long-time and respectable residents from suffering from bad health problems and/or moving away. Thank you for the help you can provide for the citizens of the Bull Creek Pocket. Sincerely,
Bill Jackson

Communication from Public

Name:

Date Submitted: 12/11/2023 05:02 PM

Council File No: 23-1339

Comments for Public Posting: I've been a resident of Lake Balboa, which was known as West Van Nuys when I moved here in 1999. Just as others have said, I was well aware of the airport and for the most part it didn't bother me. At that time it was dominated by propeller aircraft and some helicopter traffic now and then. I could live with that. But these days the amount of jet aircraft that now takes off and lands is ridiculous. There is a total disregard for the neighbors surround Van Nuys Airport. Its all about the money being generated. "You knew what you were getting into when you moved here" is what I usually hear from those who are pro airport expansion. LAWA needs to be held accountable and we need voices in the city council to keep the noise and pollution from getting worse. I support Motion 23-1339 and urge the City Council Members to vote YES on the motion.

Communication from Public

Name: Gary fujimoto

Date Submitted: 12/11/2023 05:05 PM

Council File No: 23-1339

Comments for Public Posting: I'm a 75 year old man living next to the airport for 38 years. I've noticed the last few years I been having problems with my eyes,sinus and breathing. The smell in the area has been getting worse through the years. Expansion of the airport is becoming big problem. Things were great back when purchased the property, but now to much expansion with unhealthy pollution and more heavy duty noise.

Communication from Public

Name: LORIL HIRSCH
Date Submitted: 12/11/2023 05:48 PM
Council File No: 23-1339

Comments for Public Posting: Dear Council Members, My name is Loril Hirsch. I am a 30 plus year resident of CD6 and live adjacent to the Van Nuys Airport. I'm a senior and live alone, my son has joined the Navy and moved on. Over the past five years, the growth of VNY has been exponential and without ANY thought to mitigation measures in the development deals. It's getting worse every single day. I live in fear for my health and the health of my neighbors. I know that these toxic fumes are filled with UFPs (ultra fine particles) and VOCs (volatile organic compounds). The American Lung Association says "Breathing VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage the central nervous system and other organs. Some VOCs can cause cancer". CANCER!!! What would you do if YOU lived in such close proximity to VNY knowing that your entire family is in harm's way and that the City CAN mitigate this health crisis, but to date LAWA refuses?! Los Angeles World Airports MUST take responsibility for their irresponsibility. But most importantly, please listen to us, your constituents and NOT the lobbyist who continues to spread lies and half truths. By saying YES to this motion, and by rejecting the ill-fated Bonseph Helinet proposal, you are giving pause, while the City of Los Angeles, with due diligence, can remedy these issues and protect your constituents. Please, please, a responsible please to reassess negligent land use developments harming this Valley. City Council should be following Council District 6's lead! If YOUR district is not impacted, you have no moral or ethical right to approve developments at VNY or vote against a responsible Plan mandate. If your district IS impacted, then honor your constituents health, quality of life and prosperity in your district and support CD6's efforts! Say YES to the right actions.

Communication from Public

Name:

Date Submitted: 12/11/2023 06:20 PM

Council File No: 23-1339

Comments for Public Posting: The exponential growth of VNY for the last five years has impacted my family as well as the health and quality of life of my fellow Encino community residents. The disturbing sound and frequency of planes and helicopters flying daily (my home is directly in the flight path of planes taking off and landing), the ignored time curfew (11PM-7AM) and the air and noise pollution is affecting our health and lives. It's a nightmare! I call the VNY the wild, wild VNY because there is no enforcement, regulations or accountability. VNY and LAWA want to expand further without considering the impact on the environment (noise and environmental pollution), wildlife, and densely populated neighbors. We need a MORATORIUM on all NEW and CURRENT development until a specific plan is in place. But most importantly, please listen to us, your constituents and NOT the lobbyists who continue to spread lies and half truths. By saying YES to this motion, and by rejecting the ill-fated Bonseph Helinet proposal, you are giving pause, while the City of Los Angeles, with due diligence, can remedy these issues and protect your constituents. Please, reassess the negligent land use developments harming this Valley. City Council should be following Council District 6's lead! If YOUR district is not impacted, you have no moral or ethical right to approve developments at VNY or vote against a responsible Plan mandate. If your district IS impacted, then honor your constituents' health, quality of life and prosperity in your district and support CD6's efforts! Say YES to the right actions.

Communication from Public

Name: Ron M.

Date Submitted: 12/11/2023 06:44 PM

Council File No: 23-1339

Comments for Public Posting: The Van Nuys Airport is becoming a charter Airport for the wealthy at the expense of noise and pollution to its near by neighbors. We also have to deal with the noise of big jets flying along Sherman Way on their way to the Burbank Airport. If Van Nuys politics is all about making money tor the city, then it is obvious that our elected officials don't care about peace and quiet for its citizens. That peace and quiet is a standard rule when buying and selling a home. If we are suppose to be good neighbors than the Van Nuys Airport needs to follow the same rule of real estate that we follow! Thanks for reading, Ron Misrach

Communication from Public

Name: Mike Mintz

Date Submitted: 12/11/2023 10:11 PM

Council File No: 23-1339

Comments for Public Posting: My name is Mike Mintz. I have been a resident of CD-6 since 1982. I live southeast of VNY airport. My neighbors and I have been negatively impacted by the unrestricted growth of the airport. Since the expansion, I have occasionally notice a fine black film on my car. This can't be healthy! I attribute this directly to the expansion of the airport. We are exposed to small planes flying over the neighborhood spewing toxic residue from leaded gas, and the number of private jets, and charter flights has increased dramatically. There are small children on my street who should not be exposed to these pollutants. Any further expansion would create a larger public safety issue. The resolution, 23-1339, submitted by CD-6 needs to be approved. There are many issues that need to be addressed in order to make the airport more compatible with the surrounding community. The health and safety of people needs to take priority over the greed of special interests. Even if you don't feel personally impacted, do the right thing for the people who are and vote for the community.

Communication from Public

Name: Dannielle De Martel Sweet

Date Submitted: 12/11/2023 11:22 PM

Council File No: 23-1339

Comments for Public Posting: Dear Council Members, My name is Dannielle De Martel Sweet. I am a 28 year resident of CD6 as well as a resident of Van Nuys for over 30 years and live right next to the Van Nuys Airport. This is not the airport I moved next to all those years ago! I am permanently disabled and have limited abilities including walking, I have severe asthma that require oxygen and breathing treatments and am 95% bed-bound. I am including this information to make you understand how important it is that my environment be healthy. I live with my husband, 3 dogs and 2 cats. Currently, due to the fumes, I am only able to use 1/3 of my property as I can no longer go to our front yard and back yard. There is also a layer of black soot that I believe is a result of burnt jet fuel in my yard constantly. You may have heard from news reports and articles that the fumes coming out of VNY airport that the constant take-offs (24/7, Sunday thru Saturday, every 8 minutes per the Airport's own report) are a barrage of noise and jet fuel smells. Van Nuys Airport is not being a good neighbor and disregards anything I say as sensational. Many of the jets are not acquiescing to the "Quiet Nights" protocols and are flying out between 10 p.m. and 6 a.m. I have attended many CAC meetings and always spoke if I was offered an opportunity. There is one jet owner who always speaks in support of the Airport who says no one has ever been harmed by the Airport. I have been harmed by the Airport! Current Councilmember Padilla sent forth Motions 1338 and 1339 to the City Council, most especially 23-1339. These are great first steps to making sure the Van Nuys Airport is a kinder, gentler airport to the many communities (including marginalized ones) but also making VNY a responsible economic engine with even more potential. Right now, the continuous toxic fumes continue to poison our communities. These motions will make LAWA accountable for their actions and ensure NEW policy to protect this City's best interest and long-term goal, which VNY does not currently satisfy. I know the lobby from some of companies at VNY are against these Motions. Please, please PLEASE listen to your voters and co-habitants of this wonderful City of Los Angeles. We live next to VNY and to us this is our daily lives.. Please care about our concerns. It's very frustrating to have your testimony/comments disregarded all the time. Sincerely,
Dannielle De Martel Sweet

Communication from Public

Name: Khatoon Naderi
Date Submitted: 12/12/2023 01:46 AM
Council File No: 23-1339
Comments for Public Posting: Dear Council Members, My name is Khatoon Naderi 73 years old and resident of 7357 Sales Place on Lake Balboa. Is exactly next to the Van Nuys airport. I live here for 20 years. I got asthma, severe allergy on my eyes and throat that getting worse every single day. I can't enjoy my beautiful front and backyard, because Of Van Nuys toxic fume that give me headache, nausea and breathing problem due to asthma. I am sure other neighbors have the same problem. Please somebody help us. Thank you very much. Best regards Khatoon

Communication from Public

Name: SAVE OUR SKIES LOS ANGELES

Date Submitted: 12/12/2023 09:04 AM

Council File No: 23-1339

Comments for Public Posting: Please include, read, and consider the attached Los Angeles Times article, "Kylie Jenner's private jet Is bad for the climate. It's far worse for the residents of Van Nuys," by LA Times journalist Carolina Miranda and published in the LA Times on October 20, 2022 with our comment. Children and adults have been getting sick from the air pollution spewing from the proliferation of private and charter jets at Van Nuys Airport. What will be the longterm consequences for hundreds of thousands of neighboring residents and also the animals, plant life, and the environment from the nearly 6,000 jets per month now regularly flying into and out of Van Nuys Airport. This is not limited to areas south of VNY; the growth of jet operations and the greatly lowered FAA NextGen extended runways out of VNY that facilitate the exponential increase in jet traffic also impact Northridge, North Hills, Granada Hills, Woodland Hills, and likely other adjacent areas that have endured the explosive assault of private and charter jets flying low over them now for years, dumping carcinogenic black soot containing VOCs, ultrafine particulates, and heavy metals. LAWA should now cease accepting federal grants at VNY in order -- within twenty years of the last grant received -- to be able to take control of the airport and manage it commensurate with the fact that it is located in a highly densely populated area. Because of its location, VNY should not be number four or five in the nation for private jet traffic. The other three airports with higher numbers of jet traffic above VNY are Palm Beach International, Dallas Love Field, and Westchester County Airport. Unlike Van Nuys Airport which is supposed to be a general aviation, non-commercial, airport, all three of these airports are commercial airports and therefore the land use around them is much less dense or is devoid of human life altogether.



(Jim Cooke / Los Angeles Times)

Kylie Jenner's private jet is bad for the climate. It's far worse for the residents of Van Nuys

BY CAROLINA A. MIRANDA | COLUMNIST

OCT 20, 2022 | 5:00 AM

FOR SUBSCRIBERS

“You wanna take mine or yours?” That was Kylie Jenner’s caption for [a July Instagram post](#) that showed her and boyfriend Travis Scott in the middle of a make-out sesh between a pair of private jets.

It was a simple question. The response was [withering](#).

BACK

It was a simple question. The response was [withering](#).

Jenner's post was greeted by an avalanche of criticism about the ways the 1% are incinerating the environment. Time magazine included her in a [roundup](#) of the most egregious celebrity overconsumption. [An article](#) in the Washington Post described celebrity jet usage as “a climate nightmare,” adding to the pillory other jet owners such as Taylor Swift and Drake. The best response, however, was a TikTok from user [@unabella3](#) that shows a squadron of military jets blasting through the sky along with the deadpan caption: “The Kardashians on their way to Starbucks.”

These reactions aren't simply haters hating. [A widely cited 2021 report](#) by Transport & Environment, a Brussels-based clean transportation advocacy group, notes that a private jet can emit 2 tons of carbon dioxide in a single hour — less than a quarter of what an average European emits in *an entire year*.

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An Instagram post by Kylie Jenner (right, with sister Kendall Jenner) has drawn attention to private jet use. (Mark J. Terrill / Associated Press)

Kylie Jenner a 'climate criminal'? Reality star is called out for 17- minute flight



Jul 20, 2022 | 11:03 AM

For most of us, the story of Jenner's jet flaunting might elicit a flash of outrage, followed by [the helplessness](#) that comes with thinking about our ongoing climate catastrophe, a problem so vast and so systemic that it can feel practically abstract.

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For people who live in the environs of the Van Nuys Airport, however, it is not abstract. In preparation for a flight, a single jet might run its engines for more than an hour on airplane ramps separated from residential streets by little more than a low wall and chain-link fence. While the Jenners of the world selfie on the tarmac, residents who live yards away are eating their dust — or, more accurately, [their ultrafine particles](#) (a pollutant emitted during jet operations that [has been linked](#) to various cardiovascular and respiratory conditions). Eliminating a few private jet takeoffs isn't going to change the fate of the planet. It would, however, improve life on the ground for communities in the vicinity of VNY (as the airport is known by its call letters).

In the L.A. area, VNY is far from the only general aviation airport. (That's an airport intended for public use without scheduled commercial service.) But it is the busiest — not just in L.A., but in [the country](#). And its location in one of L.A.'s denser urban areas, with half a dozen elementary schools less than a mile from the tarmac, makes it one of the most disruptive.





The rise in private jet use has led to a rise in jet operations at Van Nuys Airport, which is located in a dense urban area ringed by hills. (Carolyn Cole / Los Angeles Times)

Small airports in Santa Monica and Hawthorne are close to the ocean, which serves as a buffer; Van Nuys is not. Moreover, its proximity to Hollywood Burbank Airport, eight miles to the east, puts the area within a crucible of airplane traffic in the heart of the San Fernando Valley, which for much of the year is a hot, unventilated bowl.

And, unlike those other general aviation airports, VNY's private jet traffic has exploded — saturating some neighborhoods in gassy smells and battering much of the southern San Fernando Valley in constant racket. In Lake Balboa, the residential community that borders the airport to the west, off Hayvenhurst Avenue, the waft of jet fumes

has become a part of daily life. In the part of Van Nuys that borders the airport to the east, the roar of jet operations puts a regular pause on conversation. The noise is also affecting tonier communities in the hills, including Sherman Oaks, Encino and Woodland Hills.

“I’ve lived here since 1986 — never had a problem,” says Sue Steinberg, who lives just off Hayvenhurst. But over the last several years, she says, it has become intolerable. “The fumes are *unbelievably* bad.”

That is no exaggeration. Over the course of several months, I’ve made repeated visits to the neighborhoods around VNY. On a busy Friday afternoon in July — during which the Twitter jet-tracking bot [@CelebJets](#) told me that A-Rod had landed at the airport — I spent several hours in the residential area off Hayvenhurst known as “the pocket.” Here, airplane hangars harboring Gulfstream jets are visible from front yards. The smell of fuel grew so intense at one point that it sent me fleeing for the refuge of my car.

One area resident, who declined to give me her name because she was planning to move out of the neighborhood, says jets have upended daily life. “I can’t let my son out,” she says. “When the fumes come out, I have to bring him inside.”



Sue Steinberg has lived next to the Van Nuys Airport since 1986. She says private jet traffic has made a once relatively quiet airport intolerable. (Carolyn Cole / Los Angeles Times)

Frustration is rising alongside the number of private jets that now use VNY — an airport that wasn't initially designed with this kind of jet traffic in mind.

When VNY opened in 1928 (as Metropolitan Airport), this section of the Valley consisted largely of fields, and the primary mode of air travel was biplanes with all the horsepower of a Ford Focus. During World War II, the airport became a vital defense manufacturing and testing site. (It was also used as [a location](#) for the opening scene in “Casablanca.”) After the war, it became a home for National Guard aircraft. Since the late 1950s, when it formally changed its name to Van Nuys Airport, it has met a mix of aviation needs — including serving as a training site for area flight

schools and as a base for police, fire and news helicopters.

By 1971, it had earned the title of busiest general aviation airport in the country. Over time, it has also become a not insignificant generator of income. A [2015 economic impact analysis](#) published by the Los Angeles County Economic Development Corporation noted that VNY supplied nearly \$65 million in tax revenue to the state and more than \$40 million to L.A. County. (Which is why it emerged as a territorial pawn in [the scandalous leaked audio](#) that led to [the resignation](#) last week of City Council President Nury Martinez; the airport was in her district.)

The economic impact reports do not take into account environmental impact — never mind the question of *who* benefits most from an airport that serves the private jet set.

Jets have been part of the general aviation equation since the '60s, when private planes such as the Learjet came onto the market. But a combination of factors have swelled their ranks. Fractional ownership and private charters have made it easier to fly privately without acquiring a jet, and by-the-seat charters — on which you can buy a single seat, just as on a commercial flight — have made it ever more affordable.

COVID-19 has only intensified this trend. According to the Robb Report, the private jet industry saw a [300% year-over-year increase](#) in first-time fliers in 2020, the first year of the pandemic.

So far, 2022 has been “a record year” for global business jet traffic, says Richard Koe, a managing director at the data research firm [WingX](#). Internationally, the number of monthly private jet flights grew by 16% between August 2019 and August 2022, from more than 260,000 per month to more than 300,000.

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A billboard advertising pricey private charters to Hawaii looms over a commercial strip in working-class Van Nuys. (Carolyn Cole / Los Angeles Times)

In Los Angeles, the increase has been at least as steep. For the first eight months of 2022, versus that same period in 2021, there was a 17% rise in private jet takeoffs in the greater metropolitan area, according to WingX. The most popular airport for these flights? Van Nuys, which so far this year has accounted for 30% of all private jet operations in L.A., Ventura, Orange and Riverside counties.

A confluence of other factors has also contributed to the trend. In 2017, Santa

contributed to the trend. In 2017, Santa Monica Airport [shortened its runway](#), which [sent jet traffic to other airports](#). A couple of years later, [Gulfstream](#) relocated its maintenance and repair facility from Long Beach Airport to Van Nuys, transferring clientele there as well. In addition, over the last decade, other jet companies have expanded or set up shop at VNY. This has transformed an airport that historically served mostly small piston-engine craft into something else entirely.

“It used to be that during the Oscars, you’d see jets; now there are dozens,” says Steinberg. “There are 737s over there.”

According to VNY’s [noise and operations monitoring system](#), the airport had 46,140 annual jet operations in 2016. By last year, that number had risen to 69,907 — an average of nearly 200 private jet operations in a single day, or one every seven minutes.

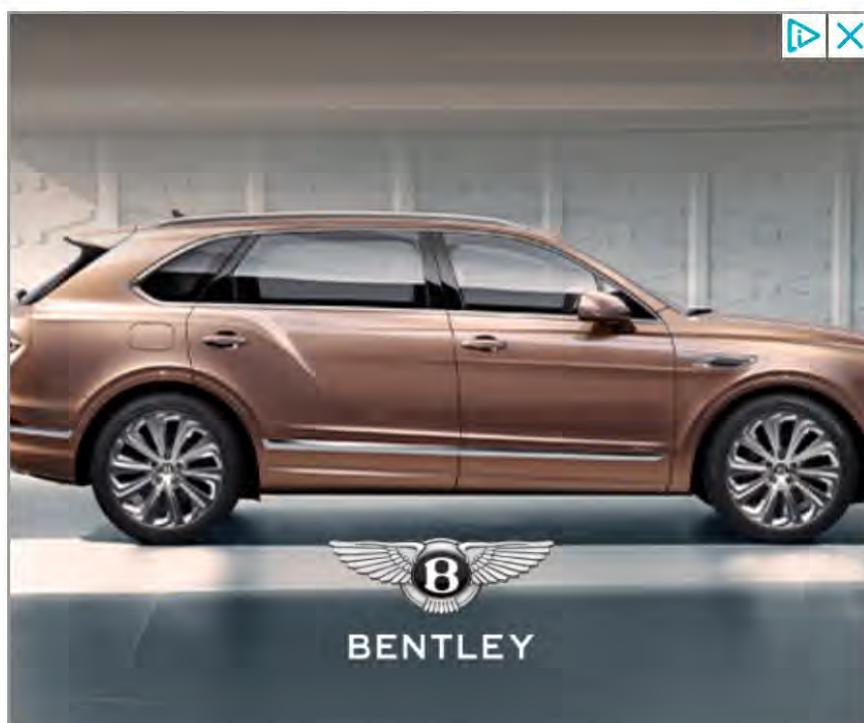
A spokesperson for Los Angeles World Airports, which oversees both VNY and LAX, says jets account for just 23% of the airport’s total operations. But that depends on who’s counting. The Federal Aviation Administration tallies an “operation” as an individual takeoff or landing. At VNY, area flight schools practice brief takeoffs and touchdowns, which the FAA counts as two

operations. The airport's noise monitoring system does not. By that measure, jets exceeded piston-engine operations in 11 out of the last 12 months.

Mind you, piston-engine planes are not without sin. They consume [leaded fuel](#), which only began to be phased out at VNY [in August](#). But a jet operation is several orders of magnitude more disruptive when it comes to noise. You can tell by reading [noise level advisories](#) published by the FAA, but it doesn't take a government report. Pay a visit to VNY's runway [observation area](#) — home to one [impressively austere playground](#) — and you can hear (and feel) it for yourself.

As one resident put it, the difference between a piston engine and a jet is the difference between a garden lizard and Godzilla.

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Actor George Clooney (center), along with businessmen Rande Gerber (top) and Mike Meldman, lands at the Van Nuys Airport in 2013. (David Buchan / FilmMagic)

Super Bowl jet-setters are descending on L.A. Who's managing the private plane traffic jam?



Feb 11, 2022 | 5:00 AM

Even worse, operations go down at all hours. VNY has a “quieter nights” program, intended to limit takeoffs and landings between 11 p.m. and 7 a.m. — but it is voluntary and routinely ignored. Says Steinberg: “It’s a joke.”

Thomas Materna, a Sherman Oaks resident who sits on the [Citizens Advisory Council](#), a body established in 1985 to help manage the relationship between the airport and

surrounding communities, sent me a noise complaint digest summarizing operations at the airport in one 24-hour period in mid-September. It shows private jets of all kinds — Gulfstreams, Embraers, a Dassault Falcon and a Bombardier — taking off at 4:30 a.m., 5:23 a.m., 5:26 a.m., 5:31 a.m., 5:33 a.m., 6:13 a.m., 6:29 a.m., 6:34 a.m., 6:48 a.m., 6:50 a.m., 6:53 a.m. and 6:59 a.m.

“These aren’t just private planes that fly the owner around,” says Materna, “these are charters” — companies such as NetJets that allow a single flier to purchase a leg of a trip or a certain number of flying hours. Some of these function much like commercial flights, with scheduled service to destinations favored by the executive set, such as Sun Valley, Idaho, and Aspen, Colo. (As I type this, [Aero](#) is offering a one-way ticket to Los Cabos in Mexico starting at around \$2,000.)

Though VNY is not a commercial airport, some by-the-seat charters on certain kinds of aircraft are permitted to operate by the FAA. This has created a loophole, says Suzanne Gutierrez-Hedges, a resident of Lake Balboa.

The de facto result, she says: “It’s turned Van Nuys into a commercial airport.” Gutierrez-Hedges and her neighbors have a favorite expression: “We die so the 1% can fly!”



Jets sit before hangars on the eastern side of Van Nuys Airport, on Woodley Avenue. (Carolyn Cole / Los Angeles Times)

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These residents contend, essentially, that public money is being spent to maintain infrastructure that largely benefits the well-to-do — with little thought of or involvement from the public who inhabit the surrounding neighborhoods. Last year, the airport spent [\\$35.5 million](#) to resurface a taxiway; in August, the airport completed a [\\$13.1-million project](#) to improve runways — improvements that will ultimately be enjoyed by the owners of private jets.

Other infrastructure hasn't kept up as swiftly with the growth. For more than a decade, charter and other private jet operations have expanded along Hayvenhurst Avenue between Sherman Way and Saticoy Street, where old hangars have been demolished and replaced with much larger facilities. This has put flotillas of jets quite literally across the street from the front lawns of Lake Balboa.



A private jet takes off from Van Nuys Airport on Sept. 12.
(Carolyn Cole / Los Angeles Times)

All of this speaks to an airport that is in desperate need of a cohesive planning process — one that specifically takes into account the disruptive nature of jet operations and meets its own stated objective “to adopt land use patterns ... that are mutually compatible between the airport and the surrounding community.” That language comes from VNY’s current [master plan](#), which was released in January 2006 — back when George W. Bush was president, Saddam Hussein was still alive and there were nearly 21% fewer jets [permanently based](#) at the airport. (Though area residents had already [begun grumbling](#) about them.)

A new master plan is in the works, but its process and timelines are hazy at best. LAWA pointed me to L.A.’s Department of City Planning for details; DCP suggested I check in with LAWA. A spokesperson for LAWA told me that “the 20-year planning horizon is just beginning now” and that “there will be an opportunity for stakeholder and public input.”

Late last month, when she was still on the City Council, Martinez referred [a motion](#) to the council’s planning committee to initiate a new planning process for the airport — one that would consider “mitigating noise and other

would consider mitigating noise and other impacts ... including a barrier between the airport and nearby homes.” She also issued [a separate motion](#) to the travel and tourism committee to study the regulations around by-the-seat charter operations. These motions could still be acted upon even after Martinez’s departure, though whether that might happen is, at this point, anybody’s guess.

Area residents have some concrete ideas of their own. Gutierrez-Hedges would like to see a real-deal curfew, as well as an air quality study. The Environmental Protection Agency funded an air quality monitoring report on VNY [in 2010](#). A spokesperson for the agency says there are currently no plans to fund any similar studies. The South Coast Air Quality Management District, which conducted the 2010 study on behalf of the EPA, likewise has no updates in the works, according to a representative there. Political pressure could change that.

Steinberg says she would like to see some of the jet operators relocated to more industrial corners of the airport, accompanied by an environmental buffer, or “green zone,” between the residences on Hayvenhurst and the airport. (Given the nature of jet sounds and smells, I’d suggest nothing short of an earthen berm.)

These sentiments were echoed in the wake of Martinez's motions in impassioned email exchanges between members of VNY's Citizens Advisory Council and Valley residents, who demanded greater regulation of jet traffic and a more thoughtful urban plan. (Sample excerpt: "The WHOLE VALLEY SHAKES WHEN A JET TAKES OFF OR LANDS!")

L.A. Metro has problems besides crime and ridership: It's in the design



Sep 17, 2022 | 8:00 AM

While reporting on this story, I've spent ample time online researching airport planning and jet noise — but also studying the culture of flaunting private jet travel online. A regular feature of jet-set Instagram is a requisite selfie either [boarding](#) or [aboard](#) a private jet. In a June episode of "[The Kardashians](#)," Kim Kardashian took viewers on a tour of her custom-made, cashmere-lined Gulfstream. Earlier this year, the TikTok influencer known as Candy Ken (@candyken69) [posted an image](#) showing him and his infant son (@lilblingbling1) not only on a private jet but sitting amid a pile of money.

Private jets are such a status symbol, in fact, that as reported in [Los Angeles magazine](#), there's a photography set in downtown L.A. designed to look like the interior of a private jet; it's available for fashion, filming and Instagram shoots. (In case you're wondering: It's [\\$49.99 an hour](#) — less if you buy it out for the day.)

Private jet travel produces imagery soaked in the trappings of glamour. Until you begin to consider everything happening just beyond that tiny airplane window.

Column: A Sunset Strip billboard yields a puff piece. It should prompt a reckoning in architecture



Aug 25, 2022 | 7:00 AM



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