

## **APPENDIX L WRITTEN COMMENTS RECEIVED DURING CONSULTATION**

The following pages present copies of the 13 written comments received during consultation. Section 6.4 addresses these comments.

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**From:** Ellen Bagelman <eplus3@socal.rr.com>  
**Sent:** Monday, October 24, 2011 1:23 PM  
**To:** VNY Public Outreach  
**Cc:** ROMO, JESS L; William Withycombe; TATRO, SCOTT; City Attorney Trutanich; Jessica Yas; Miguel Franco  
**Subject:** Part 150 Noise Exposure Map Report Comments, due Nov. 9, 2011

Comments regarding Part 150 Noise Exposure Maps Report

I hereby submit comments regarding the continuously bothersome resident-unfriendly neighbor, VAN NOISE Airport, and its impact on the residential community it purports to be sensitive to.

Over the years, VNY has presented itself as being concerned, enlightened, and committed to co-existing with impacted residential neighborhoods, yet nothing could be further from the truth. Rules/Regulations/Policies have been created and enforced which increase noise, silence the community, limit their right to complain, and increase the divide. I do not recall ONE policy/practice being modified or changed in favor of residents in the 25 years I've personally been active in this issue. In other words, nothing has changed. Unfortunately nothing will EVER change until and unless an outside force is injected and change is mandated. Congressman Berman's pending legislation is what residents have been begging for, are supportive of, and are grateful for.

Because all FAA directives are voluntary, there is no policy, thus no possible enforcement. Designating routes is just words on a page and deviation is neither documented nor enforced, thus inconsequential - thus there is no policy. I have talked to jet pilots who admit taking off with their foot to the metal because "they can." I have talked to propeller pilots who bank early because "they can." In other words, there is no policy nor any accountability.

Residents have no local elected governmental representative to ask for assistance. These council members are another layer of the same problem - their attitude being 'just go away and leave the work to us.' They use their power to enhance their image and political future (a city councilman was helicoptered into an event, clearly violative of city ordinance, but one which was gifted by waiver). This same councilman supports pro-aviation interests, even though he represents those negatively impacted by the decisions he supports.

Almost 25 years ago I asked the following at an airport meeting: *if you are screaming at me, why is it my responsibility to cover my ears? Why is it not your responsibility to stop screaming.* That question is as relevant today as it was years ago. Residents are expected to tolerate increasing noise from helicopters, jets, and to a lesser degree prop planes, at all times of the day and night. Sleeping through the night is impossible, and enjoying the outdoors is always contingent on what is departing or arriving. Media helicopters believe they have the right to fly whenever/wherever they choose. Since local news now begins as early as 4:30 a.m. noise begins earlier. Where is it written that a TV/Radio station has greater rights than a taxpaying community with regards to noise? In Los Angeles, that's where -- not in Burbank or Santa Monica, but in Los Angeles.

Soundproofing seemed to be their answer - just shut them up! Take away their right to complain, thus be able to document fewer received complaints, thus conclude that the program worked. Not true. Noise has increased, is expected to continue to increase, so what have they accomplished? Nothing.

The bottom line is: there is no good faith displayed by airport personnel. They limit complaints by the public, they are rude and dismissive, and this attitude is condoned from somewhere. Perhaps Congressman Berman can break this wall of silence and indifference.

Ellen Bagelman  
16434 Hamlin Street  
Lake Balboa, CA 91406  
818-997-8674

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**From:** L.A. Calabro <bx1@att.net>  
**Sent:** Tuesday, November 08, 2011 6:10 PM  
**To:** VNY Public Outreach

I and my wife have lived in the SFV for almost 40 years, and we can honestly say that we've never have been bothered by helicopter noise, on occasion when needed by the LAPD they appear but that is very infrequent. How anyone can complain about excessive helicopter noise is beyond me unless they live by an airport in that case I suggest they move.

Lawrence Calabro  
Northridge Ca.

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**From:** JOHN CARMONA <jafcarmona@gmail.com>  
**Sent:** Tuesday, October 11, 2011 8:40 AM  
**To:** VNY Public Outreach  
**Subject:** NOISE POLLUTION

To whom it may concern,

I live, literally, at the border of the Van Nuys Airport. I am the last house that a plane flies over before it crosses the airport boundary. I have contacted the airport soundproofing department numerous times and all I heard were excuses as to why the city can not soundproof my house. Houses around me are soundproofed!!!!I feel like my complaints are falling on deaf ears. I have often thought of selling the property, but with the economy at the moment that is not such a good idea. I know that as times goes more planes with be using the Van Nuys Airport.

Here are some idea:

- 1) Set a full curfew from 1800-0800 (Aircraft free);
- 2) Send the majority of planes to Burbank Airport or LAX;
- 3) Land or take off at a higher angle;
- 4) More Soundproofing;

John Carmona

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**From:** omar galo <ogaloc@gmail.com>  
**Sent:** Tuesday, October 25, 2011 4:57 PM  
**To:** SALDIVAR-CHAVEZ, CATALINA  
**Subject:** Sound Insulation--Windows Changing!!!!  
**Attachments:** windows changing!!.docx

Dear Mr. Saldivar

A cordial greetings!!!!

sorry for bothering you but I'm wondering if I do apply for the Sound Insulation, I live on the landing zone and approaching zone for VNY Airport, indeed there are some quite aircraft's but there are others noise, we are new in this area and of course we are no used to be so noise ( at least with airplanes), do you think there is something to do? attached you will find the map and the location of the house

for your time thank you so much and I do appreciate if you can do something about it

cordially

Omar Galo



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**From:** Roger Gerchas <rgerchas@socal.rr.com>  
**Sent:** Sunday, October 23, 2011 12:26 AM  
**To:** VNY Public Outreach  
**Subject:** Van Nuys Airport Noise

I have some general comments regarding the noise issue at Van Nuys Airport. I am an Airframe and Powerplant technician that has spent the last 20 years of my career working at Van Nuys, and I believe it is important that the board not lose sight of some important facts while considering the wide range of opinions on this subject.

While the anti-airport contingent downplays it, the bottom line is that the airport was around for decades before houses were built up next to it. The aviation industry should strive to be a considerate neighbor to the community, but the basic fact is the airport was here first and is one of the few generators of well paying technical jobs and services of the type that are disappearing everywhere. Another basic fact is that Stage III and now Stage IV aircraft will naturally become more prevalent as older aircraft are retired by attrition; we do not need evermore restrictions, regulations, or fees and fines to overcompensate for a noise issue that is blown out of proportion.

I have been closely following this issue since the 1990's, and one of the consistent statistics that the board needs to always remember is that a very high percentage of complaints against the airport are made by a small group of politically motivated individuals. Do not be swayed by a small group distorting the issue. One person calling in a complaint for every other takeoff is not valid.

Again, I stress that everyone in the community must work together and aircraft operators should be considerate of the residents in the area, but this must be done **within reason**, and the fact is there are already enough rules and restrictions in place. We do not need an overnight curfew or anything like that.

I feel my comments should carry as much weight as anyone who speaks against the airport; I work at the airport, I live nearby in Northridge and the aircraft I work on literally fly over my house (so I am not being a hypocrite about noise), and I am a homeowner who pays property taxes to the City of Los Angeles just the same as the other people living near the airport.

Roger Gerchas  
[rgerchas@socal.rr.com](mailto:rgerchas@socal.rr.com)





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
Los Angeles Airports District Office

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

November 9, 2011

Mr. Scott Tatro  
Environmental Affairs Officer  
Los Angeles World Airports  
Environmental Services Division  
1 World Way, P.O. Box 92216  
Los Angeles, CA 90009

Dear Mr. Tatro:

**Van Nuys Airport  
Draft Updated 14 CFR Part 150 Noise Exposure Maps**

The Federal Aviation Administration (FAA), Los Angeles Airports District Office has reviewed Draft Van Nuys Airport Updated 14 C.F.R. Part 150 Noise Exposure Maps. We have enclosed our recommended changes and corrections for your consideration and use. Many of our comments are editorial that should improve the accuracy and reability of the document. We have also included several comments that should help clarify certain information presented in the draft document that will assist us in formally reviewing the document for acceptance pursuant to Title 14, Code of Federal Regulations, Part 150.

We recommend that your consultant update the Noise Exposure Map Checklist to ensure that all the required information is presented in the Draft Final Noise Exposure Map document prior to submittal to the FAA. Upon receipt and review with the updated information the FAA will request for eight complete copies to be submitted for FAA Line-of-Business Review.

Please advise us when the next Part 150 public meeting is to be scheduled so we can make arrangements to attend.

If you have any questions concerning this matter, please call me at 310/725-3637.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victor Globa".

Victor Globa  
Environmental Protection Specialist

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Van Nuys Airport  
Van Nuys, California

Draft Updated 14 C.F.R. Part 150 Noise Exposure Maps  
Dated September 20, 2011

FAA Review Comments

November 9, 2011

The U.S. Department of Transportation/Federal Aviation Administration (FAA) has completed its preliminary review of the Draft Van Nuys Airport, Updated Part 150 Noise Exposure Maps (NEMs), dated September 20, 2011 and received October 11, 2011. The following comments are being provided for the Study.

FAA comments to the NEMs:

- 1) LAWA's intentions are identified in Section 6 regarding its Public Consultation Process. It is not clear who the identified parties are that were notified of the pending NEMs review. Please provide a table identifying which agencies, sponsors and the general public was notified.
- 2) All consulted parties including the public should have access and an opportunity to comment on documents that the FAA will review such as the larger unbound flight track maps that are not provided.
- 3) Once comments are received and incorporated the document will need to go for a 30-day FAA Line of Business Review. The Los Angeles Airports District Office will notify LAWA when the Draft document is ready to be received. The copy should be identified as a Draft or Draft Final not Final due to incomplete review.
- 4) The NEM's and Flight Track maps do not identify the City of Los Angeles. Please identify the jurisdiction.
- 5) See page F-3, August 31, 2010, LAWA letter requesting INM changes. Also add October 19, 2010 LAWA request letter and March 14, 2011, FAA response letter in Appendices.
- 6) Add dates to the Ordinances that indicate noise or access restrictions.
- 7) Page iii - Complete Sponsor's Certification before submitting for FAA Line of Business Review
- 8) Specific clarifications are identified in the attached NEM checklist

END OF COMMENTS

**VNY PART 150 NEM CHECKLIST**

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
<b>I. Submitting And Identifying The NEM:</b>			
A. Submission is properly identified:	XX		Cover letter and document cover
1. 14 C.F.R. Part 150 NEM?	XX		Cover letter, Certification and Cover
2. NEM and NCP together?		XX	
3. Revision to NEMs FAA previously determined to be in compliance with Part 150?	XX		Reference to October 16, 2009, Record of Approval Letter
B. Airport and Airport Operator's name are identified?	XX		Cover letter, Certification and Cover
C. NCP is transmitted by airport operator's dated cover letter, describing it as a Part 150 submittal and requesting appropriate FAA determination?		XX	Not Applicable
<b>II. Consultation:</b> [150.21(b), A150.105(a)]			
A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?		XX	LAWA's intentions are identified in Section 6. Public should have access to documents that the FAA has in order to review and provide comment. List of identified parties is not included. Once comments are received and incorporated document a 30-day FAA Line of Business Review is necessary. The copy should be identified as a Draft or Draft Final not Final due to incomplete review.
B. Identification of consulted parties:			
1. Are the consulted parties identified?		XX	Section 6, Paragraph 2.7 identifies in a general manner where the document will go but does not provide specific contacts
2. Do they include all those required by 150.21(b) and A150.105(a)?		XX	Section 6, Paragraph 2.7 identifies in a general manner where the document will go but does not provide specific contacts.
3. Agencies in 2., above, correspond to those indicated on the NEM?		XX	Section 6, Paragraph 2.7 identifies in a general manner where the document will go but does not provide specific contacts.
C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?		XX	Certificate is provided unsigned with public outreach still necessary for inclusion into the document. Not clear whether Citizen's Advisory Committee meeting was advertised and pen to the public seeking comments on the NEM's.
D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA regional airports division manager?		XX	Not at this time. Comments will follow November 9, 2011.
<b>III. General Requirements:</b> [150.21]			
A. Are there two maps, each clearly labeled on the face with year (existing condition year and one that is at least 5 years into the future)?	XX		Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM
B. Map currency:			
1. Does the year on the face of the existing condition map graphic match the year on the airport operator's NEM submittal letter?	XX		Yes
2. Is the forecast year map based on reasonable forecasts and other planning assumptions and is it for at least the fifth calendar year after the year of submission?	XX		Yes. Forecast Approval Letter in Appendix I
3. If the answer to 1 and 2 above is no, the airport operator must			



**VNY PART 150 NEM CHECKLIST**

verify in writing that data in the documentation are representative of existing condition and at least 5 years' forecast conditions as of the date of submission?	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
<b>PROGRAM REQUIREMENT</b>			
<b>III. General Requirements:</b> [150.21] <i>[continued]</i>			
C. If the NEM and NCP are submitted together:		XX	Not Applicable
1. Has the airport operator indicated whether the forecast year map is based on either forecast conditions without the program or forecast conditions if the program is implemented?		XX	Not Applicable
2. If the forecast year map is based on program implementation:		XX	Not Applicable
a. Are the specific program measures that are reflected on the map identified?		XX	Not Applicable
b. Does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?		XX	Not Applicable
3. If the forecast year NEM does not model program implementation, the airport operator must either submit a revised forecast NEM showing program implementation conditions [B150.3(b), 150.35(f)] or the sponsor must demonstrate the adopted forecast year NEM with approved NCP measures would not change by plus/minus 1.5 DNL? (150.21(d))		XX	Not Applicable
<b>IV. Map Scale, Graphics, And Data Requirements:</b> [A150.101, A150.103, A150.105, 150.21(a)]			
A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 2,000'), and is the scale indicated on the maps? (Note (1) if the submittal uses separate graphics to depict flight tracks and/or noise monitoring sites, these must be of the same scale, because they are part of the documentation required for NEMs.) (Note (2) supplemental graphics that are not required by the regulation do not need to be at the 1" to 2,000' scale)		XX	Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale. Flight tracks are 1" to 8,000." Page 70 identifies that an unbound copy is included in a sleeve immediately following the each of the standard size page versions, whereas, the NEM checklist identifies that the final NEM's will include the unbound maps. The general public needs to have access to, and should be able to review the same unbound maps that the FAA will receive.
B. Is the quality of the graphics such that required information is clear and readable? (Refer to C. through G., below, for specific graphic depictions that must be clear and readable)		XX	Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale. Flight tracks are 1" to 8,000."

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 Revised June 2005 to reflect legislative changes. Reviewed for currency 12/2007.

VNY PART 150 NEM CHECKLIST

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
<b>IV. Map Scale, Graphics, And Data Requirements:</b> [A150.101, A150.103, A150.105, 150.21(a)] <i>(continued)</i>			
C. Depiction of the airport and its environs: 1. Is the following graphically depicted to scale on both the existing condition and forecast year maps? a. Airport boundaries	XX		Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale. Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
b. Runway configurations with runway end numbers	XX		Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
2. Does the depiction of the off-airport data include? a. A land use base map depicting streets and other identifiable geographic features	XX		Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
b. The area within the DNL 65 dB (or beyond, at local discretion)	XX		Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
c. Clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the DNL 65 dB (or beyond, at local discretion)		XX	Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale. Notes identifies that the entire map is located within the City of Los Angeles. The name of the jurisdiction should be on the map itself.
D. 1. Continuous contours for at least the DNL 65, 70, and 75 dB?	XX		For both Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
2. Has the local land use jurisdiction(s) adopted a lower local standard and if so, has the sponsor depicted this on the NEMs?		XX	See Section 2 Land Use Compatibility Guidelines and Standards.
3. Based on current airport and operational data for the existing condition year NEM, and forecast data representative of the selected year for the forecast NEM?	XX		See Section Development of Noise Contours.
E. Flight tracks for the existing condition and forecast year timeframes (these may be on supplemental graphics which must use the same land use base map and scale as the existing condition and forecast year NEM), which are numbered to correspond to accompanying narrative?		XX	Flight tracks are 1" to 8,000." Page 70 identifies that an unbound copy is included in a sleeve immediately following the each of the standard size page versions, whereas, the NEM checklist identifies that the final NEM's will include the unbound maps. The general public needs to have access to and should be able to review the same unbound maps that the FAA will receive.
F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map and scale as the official NEMs)	XX		Yes located on both: Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
G. Noncompatible land use identification:			

<sup>1</sup> [CNEL for California airports] Issued In Washington, DC -- APP-600, March 1989 Revised June 2005 to reflect legislative changes. Reviewed for currency 12/2007.



**VNY PART 150 NEM CHECKLIST**

1. Are noncompatible land uses within at least the DNL 65 dB noise contour depicted on the map graphics?	XX	Yes located on both: Figure 7, 2011 Existing Condition NEM & Figure 8, 2016 Five-year Forecast Condition NEM area at a 1" to 2000' scale.
2. Are noise sensitive public buildings and historic properties identified? (Note: If none are within the depicted NEM noise contours, this should be stated in the accompanying narrative text.)	XX	Section 4.3 identifies that there are no noise sensitive public buildings and historic properties identified within the NEM noise contours.
3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?	XX	Only non-compatible land uses. Section 4.3 identifies that there are no noise sensitive public buildings and historic properties identified within the NEM noise contours.
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	XX	Sound insulated homes are identified in Section 3.3 Existing VNYU Compatible Land Use Measures.

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
<b>V. Narrative Support Of Map Data:</b> [150.21(a), A150.1, A150.101, A150.103]			
A. 1. Are the technical data and data sources on which the NEMs are based adequately described in the narrative?	XX		See Section 5.
2. Are the underlying technical data and planning assumptions reasonable?	XX		See Section 5.
B. Calculation of Noise Contours:			
1. Is the methodology indicated?	XX		See Section 5
a. Is it FAA approved?	XX		See Section 5.
b. Was the same model used for both maps? (Note: The same model also must be used for NCP submittals associated with NEM determinations already issued by FAA where the NCP is submitted later, unless the airport sponsor submits a combined NEM/NCP submittal as a replacement, in which case the model used must be the most recent version at the time the update was started.)	XX		
c. Has AEE approval been obtained for use of a model other than those that have previous blanket FAA approval?			Not Applicable
2. Correct use of noise models:	XX		
a. Does the documentation indicate, or is there evidence, the airport operator (or its consultant) has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another that was not included on the FAA's pre-approved list of aircraft substitutions?	XX		See page F-3, August 31, 2010, LAWA letter requesting INM changes. Include October 19, 2010 LAWA request letter and March 14, 2011, FAA response letter in Appendices.
b. If so, does this have written approval from AEE, and is that written approval included in the submitted document?		XX	See page F-3, August 31, 2010, LAWA letter requesting INM changes. Include October 19, 2010 LAWA request letter and March 14, 2011, FAA response letter in Appendices.
3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?	XX		See Section 1.2.2 VNY Noise and Operations Monitoring Data and Section 5.1.5. Aircraft Noise and Performance Characteristics.

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**VNY PART 150 NEM CHECKLIST**

		YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
<p>4. For noise contours below DNL 65 dB, does the supporting documentation include an explanation of local reasons? (Note: A narrative explanation, including evidence the local jurisdiction(s) have adopted a noise level less than DNL 65 dB as sensitive for the local community(ies), and including a table or other depiction of the differences from the Federal table, is highly desirable but not specifically required by the rule. However, if the airport sponsor submits NCP measures within the locally significant noise contour, an explanation must be included if it wants the FAA to consider the measure(s) for approval for purposes of eligibility for Federal aid.)</p>				Not Applicable
<b>PROGRAM REQUIREMENT</b>				
<b>V. Narrative Support Of Map Data:</b> [150.21(a), A150.1, A150.101, A150.103] <i>[continued]</i>				
C. Noncompatible Land Use Information:				
<p>1. Does the narrative (or map graphics) give estimates of the number of people residing in each of the contours (DNL 65, 70 and 75, at a minimum) for both the existing condition and forecast year maps?</p>	XX			See Table 3, Estimated Compatible, Noncompatible, and Total Dwelling Units and Population within 2011 and 2016 Noise Exposure Map Contours in Section 4.3 Noncompatible Land Uses within the Noise Contours
<p>2. Does the documentation indicate whether the airport operator used Table 1 of Part 150?</p>	XX			See Table 2, Part 150 Land Use Compatibility
<p>a. If a local variation to table 1 was used:</p>				
<p>(1) Does the narrative clearly indicate which adjustments were made and the local reasons for doing so?</p>	XX			See Section 2. Land Use Compatibility Guidelines and Standards
<p>(2) Does the narrative include the airport operator's complete substitution for table 1?</p>	XX			See Section 2. Land Use Compatibility Guidelines and Standards
<p>3. Does the narrative include information on self-generated or ambient noise where compatible or noncompatible land use identifications consider non-airport and non-aircraft noise sources?</p>			XX	
<p>4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?</p>	XX			See Section 3.3.1 sound Insulation and Section 4.3, Non Compatible Land Uses within the Noise Contours
<p>5. Does the narrative describe how forecast aircraft operations, forecast airport layout changes, and forecast land use changes will affect land use compatibility in the future?</p>	XX			See Section 4.4 Effects of Forecast Changes on Future Land Use Compatibility
<b>VI. Map Certifications:</b> [150.21(b), 150.21(e)]				
<p>A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?</p>		XX		LAWA's intentions are identified on page iii and Section 6.
<p>B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete under penalty of 18 U.S.C. § 1001?</p>		XX		LAWA's intentions are identified on page iii and Section 6.



**VNY PART 150 NEM CHECKLIST**

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**From:** Stan Kramer <bcmetroman@aol.com>  
**Sent:** Tuesday, October 18, 2011 10:00 AM  
**To:** VNY Public Outreach  
**Subject:** Public Comments, long-range plan, due by November 9th

Below is my Public comment on Part 150 noise maps; it is somewhat outside the maps' geographical perimeter, nevertheless there is growing aircraft noise pollution over the Western San Fernando Valley foothill residential area, specifically Bell Canyon and West Hills.

I have resided in this area 40 years, observing increased aircraft overhead noise pollution. Since many residents live in the elevated mountainous foothills, aircraft fly very low to their homes. I have used the LAWA Internet Flight Tracking System (very good system) to track these aircraft and filed three complaints using the system (specific very low flying aircraft, circling aircraft over homes, and noisy low flying aircraft). Each time Van Nuys Airport Manager, Jess Romo, responded with very courteous letters, but all stated "Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with major emphasis on safety."

Please, I sincerely request this western San Fernando Valley foothill area be included in any noise pollution reduction plans. Additionally, I would appreciate it if you could direct me to the appropriate person in FAA to transmit my above comment.

Thank you very much for allowing me to comment on the San Fernando Valley aircraft noise pollution problem.

Stan Kramer  
6 Maverick Lane  
Bell Canyon, Ca 91307  
818-610-1163

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**From:** BMouzis@aol.com  
**Sent:** Wednesday, October 19, 2011 12:52 AM  
**To:** VNY Public Outreach  
**Cc:** gsilver4@earthlink.net; dana.bartholomew@dailynews.com; ROMO, JESS L; dittoschultz@aol.com; ctrutanich@lacity.org; bill.withycombe@faa.gov; mayor@lacity.org  
**Subject:** PUBLIC INPUT SOUGHT ON AIRPORT NOISE AND AIRCRAFT RUMBLE.

*October 18, 2011.*

*It is my understanding that my comments will be factored into the Part 150 Noise Exposure Maps report, a Federal program that sets guidelines for airport operations through 2016.*

I am sure Scott Tatro, Environmental Affairs Officer for LAWA Environmental Services Division, knows of my presence at VNY Citizens Advisory Council meetings for the past five years. I am a 58 year resident of the community and a World War II veteran who made his home in the San Fernando Valley after the war in seeking peace and solace after being wounded in action and after spending over two months at Great Lakes Naval Hospital. I am now 89 years old and after about 25 years of noisy jet and piston driven aircraft, and more recently the out of control helicopter activity, I am more sorely convinced we will never get remedial action from either the FAA or LAWA under present conditions. The record will show that after over 25 years of complaints to both agencies not one single remedial action has been taken by them. This has been an uneven playing field from the very beginning, favoring business entities and politicians.

My personal complaints over the years have been nullified at the FAA, LAWA and VNY Tower as the excessive noise and designated route violations continue without recourse, along with environmental and safety concerns. Nothing will ever be done as long as adherence to FAA directives are voluntary in nature rather than mandatory. There are those pilots or owners with bad attitudes who have no concern whatsoever on how their actions affect the public or community-at-large. Violations must be treated with harsh punishment and if necessary the forfeiture of flying rights being an option.

I am convinced that nothing will ever be done in the interests of the public as long as the FAA is allowed to continue along its dictatorial path within the Department Of Transportation. Only legislation by our Congress can put a stop to it. The introduction of Congressional Bill H.R. 2677 by Representative Howard Berman at this point represents a commendable start in obtaining tangible control of a worsening situation. It is imperative that this bill be passed in the interests of public welfare and safety. To ignore it is to ignore the will of the people.

Finally, I concur with the view of Gerald Silver, president of Homeowners of Encino, who in a recent statement to the Daily News made the following observation.... "noise at VNY is expected to increase. If they are spending all this money on soundproofing and phasing out noisy jets, then where are the results? The whole point of this is to reduce incompatible usage at the airport and I do not see them doing that. Isn't the whole goal here to reduce noise? It's not happening".

Sincerely,

William P. Mouzis  
16647 Gilmore Street  
Lake Balboa, Ca. 91406  
(818)780-3206

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**From:** Diana Sanchez <activelife22@att.net>  
**Sent:** Thursday, October 27, 2011 7:15 PM  
**To:** VNY Public Outreach  
**Subject:** Van Nuys Airport

As a Valley resident I hope I am not the only one that writes to tell you how much I appreciate having the airport in the valley. The thousands of jobs it provides even in this rough economy, the taxes the aviation companies pay to the city and the dollars people who travel in and out of Van Nuys Airport spend locally at restaurants, etc.

I am proud to have Van Nuys Airport as an icon to the Valley.

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**From:** linda.satorius@phpa.org  
**Sent:** Thursday, November 10, 2011 2:32 AM  
**To:** VNY Public Outreach  
**Subject:** Comment re: Part 150 Noise Exposure Maps Report VNY  
**Attachments:** PHPA Letter to LAWA re Part 150 Noise Exposure Maps Report (VNY)...xps

Mr. Scott Tatro,  
Environmental Affairs Officer  
Los Angeles World Airports  
1 World Way, PO Box 92216  
Los Angeles, CA 90009

Dear Mr. Tatro,

Please find attached a document from the Professional Helicopter Pilots Association in regard to the Part 150 Noise Exposure Maps Report (VNY).

Thank you,

Linda Satorius

Board Member, PHPA

Professional Helicopter Pilots Association  
PO Box 7059  
Burbank, CA 91510-7059



November 8, 2011

Mr. Scott Tatro  
Environmental Affairs Officer  
Los Angeles World Airports  
1 World Way, PO Box 92216  
Los Angeles, CA 90009  
VNYPart150NEMUpdate@lawa.org

Dear Mr. Tatro,

The Professional Helicopter Pilots Association (PHPA), a non-profit professional organization founded in 1967, would like to express support for Measure 11, section 3.4.2, Helicopter Noise Abatement, as found in the September 20, 2011 Draft Part 150 Noise Exposure Maps Report (VNY).

Measure 11 calls for improvement of ... "communications between the airport, the FAA, the helicopter operators and residents to reduce the impact and negative perception of helicopter operations".

The PHPA agrees. Noise compatibility is a high-priority for the PHPA and community outreach has always been an important part of our mission. We are actively engaged in dialog with various San Fernando Valley neighborhood groups who are experiencing noise issues and look forward to meeting with more groups. We are in contact with Hollywood area homeowner's groups impacted by noise from helicopter flights they believe to be originating from Van Nuys Airport. We actively bring the community's concerns to our membership and also provide much needed information to the community through our ongoing programs:

- The Fly Neighborly program created in 1981 (and consistently updated). Through this program, pilots attend seminars on how to "Fly Neighborly" and flight instructors teach new pilots the importance of these techniques.
- The 24/7 Noise Hotline. The PHPA has established a 24/7 helicopter noise hotline that community members may call at (213) 891-3636 to record a message. We analyze individual complaints and research possible remedies.
- The "Helicopter Noise Hotspot" system. The PHPA identifies specific noise sensitive areas and informs our members about them. "Noise Hotspot" information may be accessed through our website at <http://www.phpa.org/hotspot/>

The PHPA and its members continue to take the concerns of the community very seriously and work diligently to resolve issues that may arise. We believe the most direct route to the solution of helicopter noise issues can be found in improving communication between the community, helicopter operators and the airport and the FAA. There is much still that needs to be done and we look forward to being a part of the ongoing process. To that end, we express our support for Measure 11 and hope our input will be factored into the final Part 150 Noise Exposure Maps Report.

Sincerely yours,

Linda Satorius

Board Member  
On behalf of the Professional Helicopter Pilots Association  
(323) 929-PHPA (7472)  
[www.phpa.org](http://www.phpa.org)



## Homeowners of Encino

◆ Serving the Homeowners of Encino ◆

GERALD A. SILVER  
 President  
 PO BOX 280205  
 ENCINO, CA 91426  
 Phone (818)990-2767

October 12, 2011

Scott Tatro, Environmental Affairs Officer  
 Los Angeles World Airports  
 Environmental Services Division  
 1 World Way, P.O. Box 92216  
 Los Angeles, CA 90009

Subject: VAN NUYS AIRPORT PART 150 UPDATE

Homeowners of Encino has had an opportunity to review the above mentioned document. Please include our comments below in your formal record.

The Van Nuys Airport (VNY) Part 150 study is a voluntary Federal Aviation Administration (FAA) program that sets guidelines for airport operators to document aircraft noise exposures and establish noise abatement and compatible land use programs. These standards are set in 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 Airport Noise Compatibility Planning.

The draft Part 150 Noise Exposure Maps (NEMs) report the associated data, forecasts, technical analysis, and results for aircraft operation forecasts at VNY for calendar years 2011 through 2016. This provides an opportunity to ascertain the effectiveness of its noise reduction program.

We are concerned that the noise exposure maps show no reduction in the number of residents or dwellings in the 65 CNEL, during the next five year period. In fact there is a slight increase in the population and dwellings affected by VNY noise. This raises the question of how effective is the VNY noise mitigation program, and is the money spent on soundproofing homes paying noise reduction dividends.

**Table 3 Estimated Compatible, Noncompatible, and Total Dwelling Units and Population within 2011 and 2016 Noise Exposure Map Contours**  
 Source: HMMH, 2011

NEM Year	Category	65-70 dB CNEL		70-75 dB CNEL		Total within 65 dB CNEL	
		Dwellings	Population	Dwellings	Population	Dwellings	Population
2011	Compatible	1,093	2,952	30	68	1,123	3,020
	Noncompatible	877	2,764	1	2	878	2,766
	Total	1,970	5,716	31	70	2,001	5,786
2016	Compatible	1,095	2,955	28	65	1,123	3,020
	Noncompatible	898	2,829	1	1	899	2,830
	Total	1,993	5,784	29	66	2,022	5,850



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According to the Part 150 Update, the noise footprint at Van Nuys Airport is expected to increase slightly, rather than decrease. The money LAWA and the FAA spent on soundproofing does not address the greater noise problem, beyond the 65 CNEL. The goal of the Part 150 Update is to reduce incompatible land use in the 65 CNEL, but ignores the massive amount of jet and helicopter noise visited on the entire region, beyond the 65 CNEL.

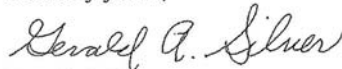
Much more needs to be done to expand the major elements of the noise abatement program. The measures cited on page 23 et. seq. including quiet departures, no early turns, partial curfew, non-addition rule, phase-out, etc. are obviously inadequate. LAWA must implement a full night curfew, restrictions on helicopter operations, a more aggressive phase-out of Stage 2 aircraft, and similar measures, so noise can actually be reduced.

The FAA's denial of many of the proposed noise control measures in the Part 150 Study should be aggressively challenged by LAWA. Mandatory noise controls must be put in place at VNY, given the fact that the voluntary Part 150 measures are proving to be inadequate and unable to address the expanding noise contour at VNY. An aggressive set of mandatory noise control measures must be implemented using all available means including a robust Part 161 study, new Federal legislation specific to VNY, and efforts to control the FAA's Reauthorization funding.

We are also concerned by the lack of public outreach on this matter. There has been little or no public notice, newspaper advertising or media coverage. More outreach needs to be done before the final Part 150 Update is submitted to the FAA.

Thank you for allowing us to comment on the draft Part 150 Update.

Cordially yours,



Gerald A. Silver  
President

Cc: Councilmember Paul Koretz

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**From:** jewelryfactory123@gmail.com on behalf of Bruce Spiegel <brucespiegel@gmail.com>  
**Sent:** Thursday, October 27, 2011 12:36 PM  
**To:** VNY Public Outreach  
**Subject:** sound proofing of homes by VNY

Good Morning,  
Is there a program in place for soundproofing of our home which is in the approach to the VNY.  
We're at 9024 Rubio Ave 91343  
Thank you.

Sincerely,  
Bruce Spiegel  
The Jewelry Factory  
800-421-0200 : 818-781-9486 [www.jewelryfactory.com](http://www.jewelryfactory.com)  
Los Angeles Daily News Readers Choice Best Jeweler 2008-2011  
Past President Universal City North Hollywood Chamber of Commerce

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**From:** RENEE SURAN <rsuran88@sbcglobal.net>  
**Sent:** Thursday, November 10, 2011 12:17 AM  
**To:** VNY Public Outreach

To Whom It May Concern,

Helicopter noise does not bother me that much. There is another issue that is not only annoying, it's frightening. I live in the flats of Woodland Hills, and it seems that my house must be directly in line with helicopter flight plans, because they always seem to fly right over my house...and when they do, it sounds like my windows are going to shatter. They rattle so loudly, that I hold my breath while watching and wondering if they are going to break. I'm aware that there is a height restriction, but I often wonder if they are flying below the allotted height that is required for helicopters.

Otherwise, I actually appreciate the "warning" that the sound of a helicopter brings, alerting me that there is something going on in my neighborhood and that I need to be aware of it.

Thank you for allowing me to be heard.

Sincerely,  
Renee Suran

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