

## Communication from Public

**Name:**

**Date Submitted:** 10/22/2022 03:32 PM

**Council File No:** 22-1125

**Comments for Public Posting:** As someone who lives in the Santa Monica Mountains and is directly beneath the new (and unapproved by the residents) jet pathway created by next gen, our life has changed in the hills. Planes are around 1,000 ft. closer to us since we are in the hills. We are trying to maintain existing wild life, but that is difficult with the ever present loud whistle of CL30, CL35 and CL60 aircraft. The GLX jets have a loud roar. I do not even want to think about the air pollution generated on the ground by planes that fly on the average of 3,000 ft. over my home. The tax payers in the area need to have a say on expansion of Van Nuys Airport, as the present plans put forth by this airport certainly are not to the benefits of the residents.

## Communication from Public

**Name:**

**Date Submitted:** 10/22/2022 03:25 PM

**Council File No:** 22-1125

**Comments for Public Posting:** Stop the increased traffic to Van Nuys Airport. The noise and pollution are unbearable and unacceptable for the neighborhood. The flights from Van Nuys only benefit the wealthy and not the average traveler. The excessive, unsustainable level of VNY operations make going outside and enjoying not an option anymore. The public needs to be involved in the development process.

## Communication from Public

**Name:**

**Date Submitted:** 10/22/2022 10:11 PM

**Council File No:** 22-1125

**Comments for Public Posting:** As a homeowner in a previously quiet area in the hills of Sherman Oaks for over 20 years, let me just say that the constant noise (let alone potential air pollution) that we now endure is nothing short of emotional torture. We've gone from a peaceful environment to one where from early in the morning to well into the evening we are bombarded with the thundering roars of commercial jets or terrifying screams of private jets every few minutes, every day of the week!! And I mean not being able to talk to someone next to you as they pass over! We now are unable to enjoy a peaceful day at ANY nature preserve near us as the constant roar of jets disrupts that activity as well. We are absolutely sick of this and will never stop fighting the outrageous decision by the FAA to fly so low to the ground for so long and our airports (Van Nuys & Burbank) for not protecting the surrounding community from the onslaught of increasing flights. We also agree with the following statements: Development at VNY happens “under the radar.” LAWA does not in fact notify, engage, and provide the public with opportunity for input into land use decisions at VNY. The airport may have predated the communities, but its expansion did not. Communities were here well before FBO contracts and hangar builds. This includes all of the following projects: Prop Park VNY — opened in 2014 and expanded in 2018 and now Pacific Aviation’s plan to develop/expand 2.5 acres for Jet Park VNY! — watch video here: [https://www.youtube.com/watch?v=WaSoJ\\_cF0T0](https://www.youtube.com/watch?v=WaSoJ_cF0T0); VNY US Customs & Border Patrol Office — opened in 2015 allowing international jets to land at VNY; Gulfstream VNY — opened in 2019, the second largest Gulfstream maintenance facility in the nation; Bonseph Helinet LLC’s recent proposal to expand Helinet hangar space by 77,000 sf, likely positioning VNY as a future hub for drone and helicopter taxis. No consideration has been given to surrounding communities subjected to the toxic pollution of VNY operations — noise; vibration; visual assaultive blight; lead emissions; and toxic jet fuel, heavy metal, and ultrafine particulate emissions — because of more and more aircraft right above our heads. LA City is selling the rights and health of its residents and local environment to special interests and airport developers such as Curt Castagna, jet and charter company owners such as NetJets, and the billionaires/multi-millionaires (e.g., David Murdock

owner of FBO Castle & Cooke Aviation, Bill Gates co-owner of FBO Signature Aviation) who profit from VNY's transformation into an international commercial airport. They — not the community — are the actual beneficiaries of VNY's touted engine of growth, to the tune of a purported \$2 billion a year (source: LAWA 2016 news release

<https://www.lawa.org/news-releases/2016/news-release-18>)

Bombardiers should be phased out/banned from landing or taking off from VNY because the high-pitched squeal is especially detrimental to wildlife and human life. 737s and larger aircraft should be banned from landing or taking off from VNY airport. Large aircraft were NOT built or designed for “general aviation” operation. VNY was never intended to be a “reliever” for any airport; that’s rhetoric used to facilitate increases of air traffic.