

Communication from Public

Name: Robin Munushian

Date Submitted: 10/24/2022 05:49 PM

Council File No: 22-1125

Comments for Public Posting: The Van Nuys airport is out of control. The increase in air traffic over the past few years has been detrimental to the communities surrounding it. The noise and harmful emissions are unacceptable. It's time for City Council to step up and start protecting the residents. This airport was meant to be a small one, not a commercial or international airport, which is exactly what it has become. Seats on charter flights are being sold to the public which was never the intent. This was done behind the backs of the residents who must endure the constant fumes and pounding of the aircraft 24 hours per day, 7 days per week. Not only are residents forced to endure the barrage of aircraft, noise and emissions, we aren't allowed to sleep. This is not acceptable! Please do the right thing! The FAA and the rich, entitled 1% should not be allowed to affect the residents, the children, the wildlife or the climate!

Communication from Public

Name: Jeff Wachtel

Date Submitted: 10/24/2022 08:42 PM

Council File No: 22-1125

Comments for Public Posting: This is unacceptable. At a minimum, 1. LAWA should provide all area residents with written notice and opportunity for public comment and hearing concerning leases, amendments, extensions, and all proposals that may result in more air traffic before putting such items on the Board of Airport Commissioners' agenda. 2. City Council should demonstrate its commitment to protect the general welfare of residents who live, work and play around VNY through by directing LAWA to include communities and residents in airport land use decision-making process. 3. LAWA should stop agreeing to long term leases. Please! Jet operations are wealth-accruing, global warming, and health-harming activities benefitting the wealthy few at the cost of the many and our earth. LAWA should impose sizable fees on leaseholders and aircraft operators that begin to reflect the true environmental costs of this activity. Direct those fees toward funding projects that benefit the common good such as building more affordable housing, protecting green space, and protecting schoolchildren that are in the harmful impact zone of the airport. 4. Please treat this issue with the urgency it demands. We are literally under assault from the volume and proximity of private jets from VNY and commercial jets from Burbank.

Communication from Public

Name: Lynn Crosswaite

Date Submitted: 10/25/2022 06:22 PM

Council File No: 22-1125

Comments for Public Posting: Please, please, please address the surge in charter flights by individuals (charter by the seat) out of VNY. My community in Sherman Oaks has suffered and protested for years both the expansion and the new flight paths from VNY. Years! LAWA and the City Attorney must help us.

Communication from Public

Name:

Date Submitted: 10/24/2022 01:00 PM

Council File No: 22-1125

Comments for Public Posting: No consideration has been given to my community or surround communities. LAWA has not been transparent and is doing things under the radar. While the airport was built around 1928 the expansion of it is not being done responsibly. The constant jet aircraft creates an unhealthy and dangerous environment to resident and wildlife. The noise and air pollution is becoming much worse and add fire season to that. It's too much pollution for an enclosed valley. There is no need to have 2 airports when Burbank is a few miles down that is already using larger aircraft's and the celebrities can drive a few more miles. The wastefulness and lack of responsibilities for the environment by celebrities is astonishing. Santa Monica was at least by the ocean and we are in a valley with poor air quality.

Communication from Public

Name: Teri
Date Submitted: 10/24/2022 09:16 AM
Council File No: 22-1125

Comments for Public Posting: The excessive, unsustainable level of VNY operations and how it's impacted your life and the wildlife and outdoor green spaces around you. 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; 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; and 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.