

VAN NUYS AIRPORT PLAN

**City of Los Angeles
Department of City Planning**

January 2006

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VAN NUYS AIRPORT PLAN

January 2006

The Van Nuys Airport Plan is an element of the Los Angeles City General Plan and consists of the following text and the accompanying Land Use Map. The Van Nuys Airport Plan includes only the land within the boundaries of the Airport.

Introduction

This Van Nuys Airport Plan, henceforth known as the Plan, consists of the Plan Map and the Plan text which includes objectives, policies and measures that will guide the long-term development and use of the airport as a general aviation center in Southern California and promote the compatibility of the Airport with the surrounding community.

Purpose and Use of the Plan

The purpose is to provide a comprehensive long-term Plan that encourages the orderly development of on-airport land uses, enhances the environment and increases compatibility between the airport and surrounding communities.

The Plan is intended to serve as an official guide for the development of the Airport for use by the City Council, Mayor, City Planning Commission, Board of Airport Commissioners, other concerned governmental agencies as well as private organizations and concerned citizens. The Plan will function as a reference in connection with actions taken on various airport development matters as required by the Los Angeles City Planning and Zoning Ordinance.

The intent of this Plan is to promote an arrangement of airport land uses, circulation, and services which in combination will contribute to the economic, social, health, safety, welfare, and convenience within the larger framework of the San Fernando Valley. Also, the Plan is a guide for development of the airport to meet existing and anticipated needs, enhance the environment, balance growth and stability, reflect economic potentialities of airport development and protect public investment.

Locations, configurations, intensities of various airport land uses and related transportation and public service infrastructure are shown on the Plan. Future development may vary slightly from the Plan, provided the general category of land use, the land use intensities and the physical relationship among the various land uses are not altered in such a manner as to conflict with the General Plan, Zoning Code or other City Ordinances. All airport development should be consistent with the purpose and intent of the Plan.

The Van Nuys Airport Plan map is not an official zone map. While it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Municipal Code, subject to various requirements set forth therein, including consideration of the relation to and effect upon this Plan. Inasmuch as the land uses shown on the Plan are projected as much as 20 years into the future, the Plan contains a designation of more land in some areas for different zones and land uses than may be desirable for many years. This Plan will be reviewed and amended periodically as necessary to reflect changes in social, economic and aviation conditions as well as ensure that land use projections remain consistent with the City General Plan and Zoning Code standards.

The land use designations contained in the Plan focus on the relationship between aviation uses and industrial, office and other non-aviation uses within the Plan area that are predicted by federal, state and local agencies to occur during the next 20 years. The Plan contains objectives, policies and programs that encourage recreational flight training, employment, aircraft use incentives, business and corporate resource incentives and flight accountability. Pilot safety, disclosure and educational programs are encouraged to inform the public about aircraft characteristics, reduce the potential for pilot error and reduce conflict between the airport and surrounding communities.

The Plan also incorporated objectives, policies and programs that focus on maintaining a reasonable balance among jets, helicopters and piston powered aircraft and promotes recreational flight instruction, pilot training and community services.

Objectives of the Plan

1. To coordinate the development of Van Nuys Airport with that of other parts of the San Fernando Valley.
2. To adopt land use patterns on and around Van Nuys Airport that are mutually compatible between the airport and the surrounding community.
3. To promote the continued use of Van Nuys Airport as a general aviation reliever facility with an integral role in the national as well as the Southern California air transportation system in conformance with Federal Aviation Administration airport safety and design standards.
4. To reduce airport noise on area residential neighborhoods by the possible adoption of policies relating to such factors as the number and type of aircraft and helicopters, the location of aircraft and helicopter facilities on the airport property, the hours of operation and flight patterns, as regulated by local and federal law.
5. To promote economic well-being and public convenience by:
 - . establishing appropriate areas for jet and propeller airplanes and helicopters without detriment to Van Nuys Airport or adjacent land uses;
 - . encouraging long-term aviation and aviation-related development that allow continued use of Van Nuys Airport as a hub of general aviation activities.
 - . designating land for industrial and commercial development that can be used without detriment to Van Nuys Airport or adjacent land uses; and
 - . promoting well-designed, conveniently located industrial and commercial facilities with adequately landscaped off-street parking, proper sign controls, ground access and traffic circulation patterns to encourage a proper balance between airport land uses and the neighboring community.
6. To improve the aesthetic quality of Van Nuys Airport and present a unified, harmonious appearance by setting forth appropriate building design, tenant sign and landscaping

criteria, standards for walls and fences and encouraging the under-grounding of overhead utilities.

7. To establish land use policies based on accepted planning principles and standards that minimize adverse environmental and economic impacts of and on aviation and non-aviation developments, located on Van Nuys Airport.
8. To guide the establishment of a basis for the selection, location and development of public services and utilities and to coordinate the use and development of these public services with development of aviation and non-aviation uses.
9. To provide a circulation system that accommodates traffic and encourages the expansion and improvement of public transportation facilities and services in the area.
10. To provide for periodic review of the Van Nuys Airport Plan that will assure the objectives, policies and implementation measures are being effectuated over time.
11. To establish policies for leases, leaseholds, and tiered rental rate schedules.

Policies

The Van Nuys Airport Plan contains the below listed policies that support the orderly development of airport land use patterns that will achieve Plan objectives over time. These policies are divided into the following ten groups:

1. Land Use

Enhance airport land use patterns that will promote public safety, health and welfare of the residential community surrounding Van Nuys Airport and provide for orderly airport development.

Provide the Airport land use categories shown on page 6, Table 1 of this Plan, titled Land Use Compatibility Guidelines. These land use categories include:

. Runway/Taxiway Area

The runway area is for navigation aids, aircraft maneuvering, landing and take-off. These are the essential aeronautical areas required for aircraft arrivals and departures, maneuver and taxi. This area is restricted to use by aircraft operations. Assemblage of people, structures, or aircraft storage is prohibited. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall or steep berms and retaining walls, non-frangible street lights and billboard signs are prohibited. High levels of noise and safety risk occur in this land use designation. This area coincides with the Federal Aviation Administration aircraft movement area designation.

. Approach Area and Runway Protection Zone On Airport

These areas adjacent to the aircraft movement area protect ascending and descending aircraft from obstructions and provide for safe aircraft movement. Approach areas are restricted to recreational, agricultural and associated commercial activities including unenclosed storage uses, that do not create hazards for landing or taking off aircraft. These areas are restricted to non-intensive uses that allow a maximum concentration of

10 persons per acre. Low profile landscaping, sod or hardscape surfaces limited to one-story structures are allowed. The storage, handling or use of more than 100 gallons of flammable liquids per acre, toxic materials or explosives are prohibited. Also prohibited is any use, which would direct a steady light or flashing light of red, white, green or amber colors, associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at the airport. The erection or growth of objects which rise above an approach surface are prohibited unless supported by evidence that it does not create a safety hazard and is approved by the FAA. Uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation are prohibited. Electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation is not allowed. All development must comply with the height restriction standards and procedures set forth in FAR Part 77.

. Runway Protection Zone Off Airport

These are areas at ground level that provide for the unobstructed passage of landing aircraft through the above airspace. The Runway Protection Zone begins at the end of the primary surface and has a size, which varies with the designated use of the runway. This zone is a safety area under the approach path and should be kept free of all obstructions. No structure will be permitted nor the congregation of people are allowed within this zone. Runway Protection Zones are established contiguous to the ends of each runway. Above ground storage of more than 100 gallons of flammable liquids on any one net acre and toxic materials are prohibited. It is recommended that flammable liquids be stored under ground. Any use is prohibited that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport. The erection or growth of objects which rise above an approach surface are prohibited unless supported by evidence that it does not create a safety hazard and are approved by the FAA. Uses that attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation are prohibited. Uses that generate electrical interference detrimental to the operation of aircraft and/or aircraft instrumentation are not allowed. All development must comply with the height restriction standards and procedures set forth in FAR Part 77.

. Aviation Area

Generally, these are the aircraft performance areas that support aircraft operations including hangers, aircraft tie down parking, aircraft ramp and maneuvering area, aircraft maintenance, flight training, fueling, military aviation functions, air tour, air taxi and other aircraft uses that are classified as primary aviation uses. These areas have direct access to runway and taxiway systems. Aviation uses that require airfield access are located on these areas to reduce aircraft delay, engine air emissions, noise and fuel consumption. Fixed Base Operation (FBOs) aircraft maintenance and air taxi firms that directly support other primary aviation uses also require direct access to runway and taxiway systems to conduct aircraft repairs and to tow aircraft to hangers and maintenance areas. Activities in these areas can result in aircraft safety and noise exposure risks to persons on the ground due to the runway/taxiway proximity. Uses such as shopping centers, eating establishments, meeting halls, multi-story office buildings and other labor intensive manufacturing uses are prohibited. Maximum concentrations of people should be no more than 60 persons per acre. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights

and billboard signs are prohibited in these areas. The aviation areas are also intended to act as sideline and inner safety zones.

. Aviation Area – Propeller Aircraft

Uses are limited to hangers, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities for the exclusive use of propeller aircraft of less than 12,500 lbs. gross take-off weight and military aircraft older than 1950. Non-aviation uses are prohibited. Maximum concentrations of people are limited to 60 persons per acre. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited.

. Special Aviation Area

Uses shall be limited to airport special events, non-jet aircraft basing and operations for city agency or disaster relief functions, and a hush house. Obstructions, including trees over 15 feet, fences and walls over eight feet, poles, non-frangible lights and billboards, are prohibited.

. Public facility Area

The public facility area allows public uses that serve both the airport and the surrounding community such as fire stations and schools for aviation-related courses.

. Park/Observation Area

The park/observation area allows for public vehicle parking and public viewing of airfield activity.

. Aviation Related Area

The aviation related area is for the support of aviation industrial/manufacturing uses. These areas are intended to allow aircraft support or aircraft dependent uses. These areas permit aircraft engine manufacturing, aircraft engine retrofitting and aircraft related accounting offices, aircraft cooperative management, aircraft classroom instruction, exhibits, research and development, aircraft parts recycling, wholesale industrial uses that primarily target airport users and other aviation related uses. In addition, uses limited to hangers, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities for the exclusive use of propeller aircraft of less than 12,500 lbs. gross take-off weight and storage of jet planes. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds or that would generate electrical interference is prohibited in these areas. Shopping centers, eating establishments and multi-story labor intensive buildings are not allowed in these areas.

. Airport Commercial Area

Lands designated in these categories consist of non-aviation airport-independent activities located on sites that do not have direct airfield access. While most of these areas provide for a level of business that is a direct function of general aviation aircraft activities, these uses could function independently in other areas of the City. Non-aviation land areas are intended to provide airport revenue that is used to help develop and operate the airport. Permitted uses in future developments include hotels, car rental agencies, restaurants, offices, limited neighborhood retail or grocery stores. Aircraft tie down, hangers or other primary aviation uses are prohibited. There is some safety risk in

these areas from aircraft flight and frequent noise intrusion. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are conditionally permitted. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds, or that would generate electrical interference are prohibited. A maximum allowable density of 100 persons per acre is permitted. Higher densities are conditionally permitted based on findings of land use compatibility and safety.

. Airport Light Industrial Area

Lands designated in these categories consist of non-aviation airport-independent activities located on sites that do not have direct airfield access. While most of these areas provide for a level of business that is a direct function of general aviation aircraft activities, these uses could function independently in other areas of the City. Non-aviation land areas are intended to provide airport revenue that is used to help develop and operate the airport. Permitted uses in future are industrial uses that derive income from aircraft owners, tenants and visitors but are not essential to maintaining an airport. Aircraft tie down, hangers or other primary aviation uses are prohibited. There is some safety risk in these areas from aircraft flight and frequent noise intrusion. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are conditionally permitted. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attracts birds, or that would generate electrical interference is prohibited. A maximum allowable density of 100 persons per acre is permitted. Higher densities are conditionally permitted based on findings of land use compatibility and safety.

2. Noise

Reductions of noise through a series of policy objectives are contained in the Plan that reflect airport responsibility and sensitivity to surrounding residential land uses. Key policies include the following:

- . Promote programs and measures that reduce aircraft noise near residential areas by addressing such factors as the number and type of aircraft and helicopters, the location of aircraft and helicopter facilities on airport property, hours of operation and flight patterns as permitted by local and federal law.
- . Construct or modify noise walls using the most advanced state of the art technology in a manner that can attenuate noise to the lowest levels possible where feasible.
- . Continue regular monitoring of aircraft operations and implementation of noise abatement programs.
- . To reduce unnecessary noise impacts, restrict aviation dedicated land uses to those that comply with California Department of Transportation Airport Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations.

- . Limit future off-airport land uses located in a California Department of Transportation noise defined Airport Noise Impact Area to those that are identified as compatible.
- . New noise sensitive building uses located in the California Department of Transportation defined Airport Noise Impact Area should be soundproofed with an interior aircraft noise level of 45dB CNEL in all habitable rooms of noise sensitive structures and provide a noise easement from the developer to the City.
- . Encourage development of effective noise barriers in airport areas when and where appropriate.
- . Encourage media and public service helicopter operations to be conducted at a time and in a manner that minimizes the noise impact on overflowed residents.
- . Establish flight track, time of day and altitude criteria for future helicopter operations as permitted by Federal regulations, and
- . Encourage FAA approval of the VNY Part 150 Airport Noise Control Program and vigorous enforcement of all City and airport noise regulations.
- . Conduct FAA Part 161 studies with the goal of eliminating all jet and helicopter operations between the hours of 10 pm and 7:00 am the next day.
- . City to study the following aircraft operating restrictions pursuant to 14 CFR Part 161 and, upon conclusion of the study, submit the results to the Federal Aviation Administration:
 - A. Phase out of Stage 2 airplane operations in the shortest possible time.
 - B. Establish a cap on the number of Stage 3 jet aircraft that may be based at Van Nuys Airport.
 - C. Establish a maximum daytime noise level for all aircraft operating at Van Nuys Airport of 77 d.b.a., based on takeoff noise levels for each aircraft reported in the most current FAA Advisory Circular 36-3. This measure would effectively eliminate all Stage 2 jets and some Stage 3 jets. Analyze separately the application of a maximum daytime noise limit to Stage 2 and Stage 3 jets to properly assess the costs and benefits of these measures. In addition, evaluate the impact on historic planes.
 - D. Establish a system of monetary penalties (fines) to be imposed on aircraft operators who violate the Van Nuys Airport Fly Friendly program.
 - E. Establish a system of differential landing fees for aircraft using Van Nuys Airport with higher landing fees for noisier aircraft and lower landing fees for quieter aircraft.

3. Housing

The Plan encourages conformance with federal, state and regional regulations that limit development of residential dwelling units within the airports 65 Community Noise Equivalent Level (CNEL) contour area. The key policies are:

- . All new construction within the Airports 65 CNEL contour area should be properly sound proofed and an aviation easement granted to the City.
- . Assist in Community Plan(s) revisions, as necessary, to identify appropriate areas for housing development outside of the airport's 65 CNEL contour area.

4. Air Quality

Air quality goals promote strategies for gradual reduction of aircraft emissions, mobile and stationary source emissions and airport conformance with federal, state, regional and city air quality regulations. The policies include the following:

- . Provide incentives for promoting airport employee van pools, car pools and transit ridership.
- . Encourage installation of energy efficient equipment, mechanical equipment and appliances used at airport facilities.
- . Encourage use of low air pollution emissions vehicles by Department of Airports maintenance staff and tenants.
- . Provide appropriate sites that minimize aircraft taxi time and reduce air emissions by shortening the distance of travel by aircraft to/from runways.
- . Encourage compliance with federal, state and regional air quality programs and policies.

5. Economic Development

The primary economic development objectives are to encourage airport uses that provide jobs for persons residing in the surrounding communities. These policies include the following:

- . Encourage the Van Nuys Airport Association to establish guidelines and procedures that promote the efficient use of aircraft.
- . Provide sufficient land to support the full range of aviation activities during the life of this Plan and beyond.
- . Provide sufficient land to support non-aviation activities that generate revenue for the Department of Airports and jobs for residents in the surrounding communities.
- . Promote job-training and airport employment for residents in the surrounding communities.
- . Promote recycling programs and other cost-saving measures among tenants that generate high quantities of solid waste and recyclable products.

6. Open Space and Conservation

Open space conservation and passive landscape areas that minimize the potential for aircraft accidents that could involve residents, pedestrians and airport employees on the ground is the central theme of the Plan. Key policies include the following:

- . Maintain airport approach spaces and the Runway Protection Zone with low passive landscaping, recreational, agricultural and scenic open space development.
- . Establish landscape and structure design guidelines in approach areas to prevent bird nesting, roosting and habitation near aircraft flight corridors; and
- . Maintain passive open space, recreation or agriculture uses on airport approach areas where persons could sustain injuries on the ground due to overflight of ascending or descending aircraft.
- . Encourage the development and application of appropriate design, sign and landscaping criteria and controls to improve the esthetic appearance of the airport.

7. Transportation

The transportation policies promote vehicle mobility and transit accessibility and availability and include the following:

- . Encourage development or expansion of programs such as the Fly Away Bus Service that minimize airport employee, customer and visitor travel time to Los Angeles International Airport.
- . Encourage development of transit or other public transportation modes near the airport to allow connection to major transportation routes, provide access between modes and promote easy transfer between modes.
- . Encourage airport tenants and employees to implement innovative transportation services, including carpooling.
- . Improve the external access system of streets by adhering to the Bureau of Engineering's plans for the expansion of street widths, the installation of automated traffic signals, the installation of traffic signs, the restriping of streets, the installation of bikeways and other transportation measures that improve roadway efficiency.
- . Develop programs and services that improve safety of on-site aircraft operations.
- . Develop programs and services that improve safety of on-site ground vehicle operations.
- . Encourage pedestrian-friendly commercial and industrial uses that attract local residents.

8. Infrastructure and Public Services

Infrastructure and public services objectives are intended to address conservation and appropriate use of water, police and fire services, libraries, parks, electricity, gas, schools, telecommunications, street lighting and to minimize generation of stormwater, sewage and solid waste. Policies include the following:

- . Properly maintain infrastructure and public services on the airport, to adequately serve the airport over the next 20 years

- . Coordinate with other City departments following emergency disruption of public services.
- . Coordinate with other government agencies the prosecution of tenants and others that illegally discharge oils and hazardous materials and pollutants into storm drains and surface waters.
- . Promote water conservation measures through use of drought tolerant landscape materials on recreation, storage and agriculture sites.
- . Encourage airport operator and tenant recycling programs.

9. Public Safety

Reinforcing the safe use and operation of aircraft and aircraft facilities close to non-aviation industrial, commercial and residential land uses is a focus of the Plan. Policy objectives focus on minimizing the risks associated with potential aircraft accidents, enhances safety of people and property on the ground and the quality of the airport environment:

Policies include the following:

- . Enhance safety at the airport by maintaining adequate runway, approach and taxiway lights.
- . Encourage pilot and aircraft minimum performance standards.
- . Encourage structural development standards that promote use of building materials, windows and other features that do not interfere with pilot visibility of runway, approach and taxiway areas.
- . Encourage land uses that do not direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds, or that generate electrical interference.
- . Protect the quality of stormwater waste from pollution discharges that include chemical and hazardous materials, leaks and spills.
- . Promote efficient and proper use of storm drains by airport operators.
- . Enforce rules and regulations to ensure safe aircraft fueling operations.
- . Continue to provide 24 hour airfield security to protect airport and tenant facilities from theft, vandalism or unauthorized entry; and
- . Establish uniform tenant exterior light glare and sign guidelines that shield ascending and descending aircraft.

10. Airport Standards and Criteria

The control of noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations is a focus of the Plan. Aircraft and airport development should comply with

the following general standards:

- . The City has adopted as its own standards all provisions included in the California Department of Transportation Airport Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations. The measurement of noise impacts within the 65 CNEL noise exposure area shall be conducted on a quarterly basis and published by the Department of Airports; and
- . The control of incompatible airport land uses, if any, shall be governed the Van Nuys Airport Plan land use categories, which are consistent with FAA Master Plan Design guidelines.
- . Noise sensitive land uses within the 65 CNEL contour should be soundproofed.

Implementation Programs

The Van Nuys Airport Master Plan includes a variety of programs recommended by various City departments. These City programs are both existing and proposed ones that will be helpful in reducing airport impacts.

1. Land Use

- . Consider the acquisition of the 3.7 acre parcel of land (that portion of Lot 587, Tract 1,000, as per map recorded in Book 19, pages 1 to 34 inclusive of Maps, in the office of the County Recorder of Los Angeles County) located between the Bullcreek Flood Control Channel and Balboa Place that is owned and operated by the Department of Public Works.
- . Amend the City's affected community plans guided by the policies and standards contained in this Plan and consistent with the Citywide Framework and community compatibility guidelines.
- . Amend the City's Municipal Code and land use zones guided by the policies and standards contained in this Plan to be applied to specific parcels and locations using this Plan as appropriate.
- . Establish uniform airport design guidelines and standards to improve the quality of airport land use development.
- . Develop guidelines and procedures to control airport uses that attract birds.
- . Utilize State licensed contractors/operators to do business on airport property.
- . Continue to use the former Air National Guard site for single engine piston and public safety aircraft and for the annual Van Nuys Aviation Exposition until an alternate airport site can be identified or until there is another demonstrated demand for use of the site.
- . Continue to work with concerned residents and government agencies to reduce noise, air pollution, glare and vibration from aircraft and airport operations.
- . Consider the acquisition of land along Balboa Boulevard utilized by the Bureau of Street Maintenance.

2. Noise

- . Prepare an FAA Part 161 study that explores the following:
 - A. Extend the existing 10 pm to 7 am curfew which applies mainly to Stage 2 jets to all jets and helicopters.
 - B. Extend the existing 10 pm to 7 am curfew to 9 am on Saturdays, Sundays and holidays.
 - C. Prohibit take-offs and landings by habitual violators of noise regulations.
 - D. Impose fines for violations of Van Nuys Airport noise regulations.
- . City to study the following aircraft operating restrictions pursuant to 14 CFR Part 161 and, upon conclusion of the study, submit the results to the Federal Aviation Administration:
 - A. Phase out of Stage 2 airplane operations in the shortest possible time.
 - B. Establish a cap on the number of Stage 3 jet aircraft that may be based at Van Nuys Airport.
 - C. Establish a system of monetary penalties (fines) to be imposed on aircraft operators who violate the Van Nuys Airport Fly Friendly program.
 - D. Establish a system of differential landing fees for aircraft using Van Nuys Airport with Higher landing fees for noisier aircraft and lower landing fees for quieter aircraft.
- . Maintain an annual inventory that tracks the increase or decrease among based jets by type and noise class and helicopters and piston powered aircraft.
- . Develop comprehensive criteria that contain measures, guidelines and policies for use of aviation and non-aviation property. The criteria should include, at a minimum, design standards for exterior doors, insulation of windows and walls for all airport office, industrial and public use space. Standards could include acoustically rated exterior doors and glazing, sound insulation in exterior walls, adding mass to the exterior glass, sealing seams and joints in exterior walls and fixed windows designed with double paned or laminated glass.
- . Install, where appropriate, interior airport walls that can aid in noise attenuation.
- . Construct two (2) hush houses utilizing the most advanced technology available to accommodate any aircraft anticipated that may need use of such facilities at the airport.
- . Develop guidelines that establish hours and occurrences of ground run-up and engine maintenance and identify aircraft required to muffle noise through use of the hush house and establish permissible noise emission levels and penalties for violation of these guidelines.
- . Coordinate with aircraft pilots and owners additional self-training regarding the use of

aircraft manufacturers specified noise abatement profile techniques and continue to implement the Fly Neighborly Program.

- . Encourage developers to use equipment that generates the least amount of noise.
- . Assist the VNY Airport Association in developing guidelines and other briefing material regarding noise abatement that visiting aircraft owners and pilots should follow. A primary purpose of the program will encourage the VNY Airport Association to monitor and counsel aviation violators of noise curfew, noise abatement and other noise rules and policies.
- . Develop an informational noise abatement guide for distribution to itinerant aircraft owners and pilot that identifies safety and noise abatement rules and policies observed at the airport.
- . Coordinate with helicopter pilots to establish voluntary pilot techniques and policies that will be observed for early morning and late night flights.
- . Develop a resolution for adoption by the Board of Airport Commissioners that indicates the importance of piston aircraft for new pilot training and encourages the continued use of Van Nuys Airport by piston aircraft operators by establishing a two tiered leasing system.
- . Implement procedures to provide annual Plan Update Reports to the Van Nuys Airport Citizens Advisory Council and Board of Airport Commissioners to identify objectives, policies and programs that are being implemented, cost of measures and anticipated completion dates for programs.
- . Limit construction hours on properties where excessive noise from use of ground equipment machinery or tools can impact nearby residents.
- . Coordinate with the FAA to determine the feasibility of increasing helicopter altitude above the corridor through Van Nuys and Burbank airspace over the Ventura (101) Freeway and the San Diego (405) Freeway.
- . Coordinate with the FAA to determine the feasibility of using federal funds to pay for an aviation easement for existing residential properties that are predicted to be located in the 65 CNEL contour in the year 2015.

3. Housing

- . Amend the City's Community Plans, guided by the policies and standards contained in this Master Plan to be consistent with housing and community compatibility guidelines.

4. Air Quality

- . Develop a program that encourages high occupancy vehicle ridership.
- . Have available materials for transit options and facilitate trip reduction techniques at Van Nuys Airport.
- . Develop a plan to phase out use of older inefficient airport equipment, mechanical

equipment and appliances and that encourages replacement with low air emissions equipment.

5. Economic Development

- . Implement an economic development business strategy that includes objectives and strategies for aviation and non-aviation tenant retention, attraction on airport property.

6. Open Space and Conservation

- . Develop compatibility guidelines for use of approach areas consistent with the General Plan Element and FAA Design Guidelines.
- . Develop a park and airport viewing area that can adequately accommodate automobile parking.
- . Develop landscape guidelines that promote use of water conserving, drought tolerant plant species.
- . Develop a program to remove or underground utility poles, large trees, tall berms, non-frangible streetlights and other tall structures that attract birds or interfere with aircraft uses in approach zones.

7. Transportation

- . Develop a Trip Reduction Program for the Airport staff and tenant personnel.
- . Develop an airport ground vehicle safety plan for use by aviation tenants.
- . Coordinate with the Department of Transportation to require developers to install appropriate traffic control devices and other service upgrades for new airport development.
- . Develop airport landscaping standards for on airport sites with frontage on primary, major or secondary arterial streets.
- . Coordinate with airport tenants to promote tenant sponsored, high occupancy, vehicle ridership programs and incentives.
- . Coordinate with the Department of Transportation on plans for an automobile underpass to allow continuous traffic along Saticoy Street.
- . Construct a tiered parking structure at the Flyaway to eliminate the need for extended parking on the west side of Woodley Avenue during peak seasons.

8. Infrastructure and Public Services

- . Develop an airport energy conservation plan.
- . Coordinate with other City departments following emergency disruption of public services.
- . Encourage recycling and solid waste conservation measures that meet City of Los Angeles

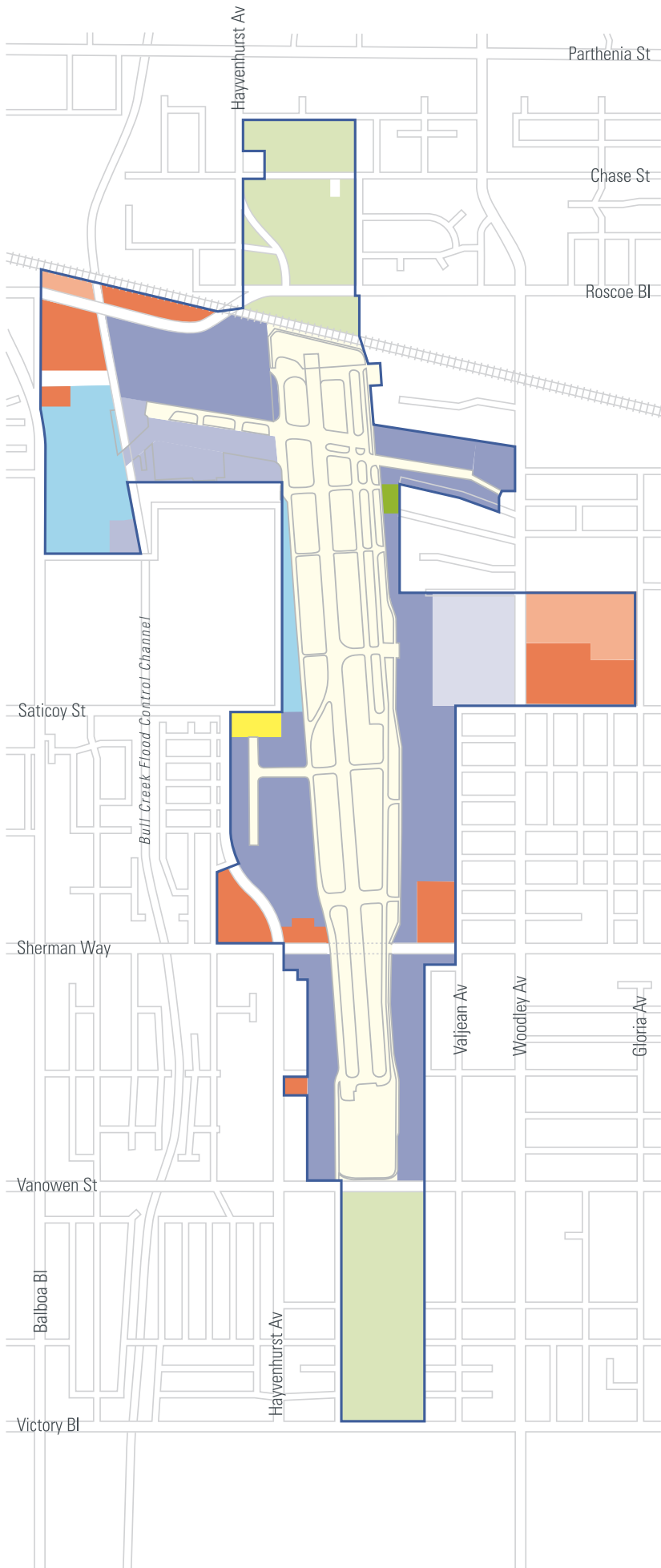
Recycling goals.

9. Public Safety

- . Prohibit the use of light that directs a steady or flashing red, white, green or amber illumination that resembles airfield runway, taxi and approach lighting.
- . Prohibit bird attracting uses, smoke or vapor generating uses and electrical generating uses that interfere with aircraft.
- . Van Nuys Airport tenants must comply with the Los Angeles Fire Department business plans to collect data and information regarding hazardous materials stored, handled or disposed by airport tenants.

10. Aesthetics/Urban Environs

- . Develop standards for architectural consistency and quality for all new exterior building facades and wall or fence construction.
- . Develop airport development guidelines that contain consistent landscaping, fence and wall standards for all airport tenants.
- . Develop airport development guidelines that contain minimum landscape standards for tenant uses with frontages along major, secondary or primary arterial streets. Along both sides of Sherman Way, from Hayvenhurst Avenue to Valjean Avenue, high quality landscaping should be provided especially on the concrete at both ends of the underpass, which could be covered with ivy with trees in vaults.
- . Develop airport beautification guidelines that contain focal airport entryway design standards and thematic building and property improvement standards that will be implemented by the Department of Airports.
- . Develop controls and standards for on-premise signs and prohibit off-site signs (billboards). A back lit Van Nuys Airport sign should be provided across the entire face on both sides of the Sherman Way underpass.
- . Develop requirements and programs for the under-grounding or relocation of overhead utilities.



Van Nuys Airport Master Plan Alternative J

- | | |
|------------------------------------|--------------------------|
| Runway area | Public Facility area |
| Approach area | Park/Observation area |
| Aviation area | Airport Commercial |
| Special aviation area | Airport Light industrial |
| Aviation area - Propeller aircraft | Airport boundary |
| Aviation related area | |

Not to scale