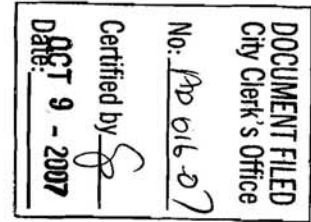


APPENDIX C

**NOTICE OF PREPARATION
NOTICE OF COMPLETION
SCOPING COMMENTS**

**NOTICE OF PREPARATION OF A
DRAFT FOCUSED ENVIRONMENTAL IMPACT REPORT
FOR THE
VAN NUYS AIRPORT PHASEOUT OF NOISIER AIRCRAFT
FILE NO. AD 016-07**



DATE: November 1, 2007

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

LEAD AGENCY: Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045
Contact: Karen Hoo Phone: (310) 646-3853 X 1003

Los Angeles World Airports (LAWA), a department of the City of Los Angeles, plans to prepare a Focused Environmental Impact Report (EIR) for the Van Nuys Airport Phaseout of Noisier Aircraft project. In accordance with Section 15082 of the State California Environmental Quality Act (CEQA) Guidelines, LAWA has prepared this Notice of Preparation (NOP) to provide responsible agencies and other interested parties with information describing the project's proposal and its potential environmental effects. Environmental factors that would be potentially affected by the project have been determined by LAWA to be limited to aircraft noise.

PROJECT APPLICANT: Los Angeles World Airports (LAWA)

PROJECT LOCATION: Van Nuys Airport (VNY) is located in the northwestern portion of the City of Los Angeles, in the San Fernando Valley, and is generally bounded by Roscoe Boulevard to the north, Vanowen Street to the south, Balboa Boulevard to the west, and Woodley Avenue to the east. See general vicinity map below, Figure 1.

PROJECT DESCRIPTION: LAWA proposes to establish a maximum noise level for all aircraft arriving at and departing from Van Nuys Airport (VNY). This would be accomplished by gradually phasing out aircraft that generate noise in excess of the established level of 77 dBA (per FAA Advisory Circular 36-3), beginning with the noisiest aircraft and periodically lowering the maximum noise level. The project proposes no physical development or change in land use, only operational modifications at the existing facility. The reduction in air traffic at VNY would likely increase air traffic at other existing airports in the region; this redistribution of air traffic and its resulting potential for environmental effects related to aircraft noise will be addressed in the Focused EIR.

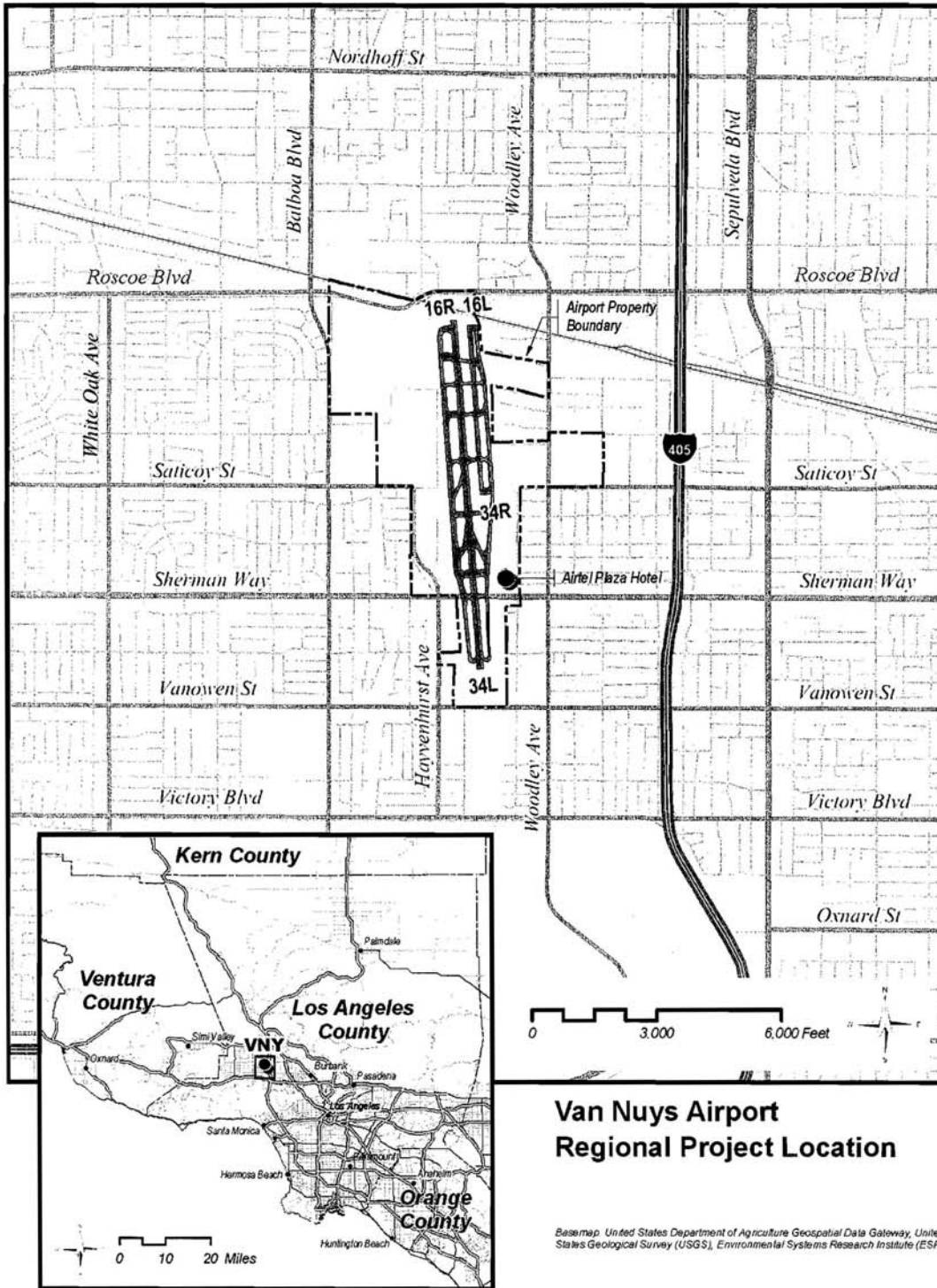
The Focused EIR will provide an analysis of the potential aircraft noise effects associated with the proposed project, as well as a discussion of those environmental resources determined not to be significant. The Focused EIR will consider alternatives to the proposed project, including a No Project Alternative, and another alternative or other alternatives deemed to be feasible.

REVIEW PERIOD: As specified by the State CEQA Guidelines, this NOP will be circulated for a 30-day review period. LAWA welcomes agency and public input during this period regarding the scope and content of environmental information that must be included in the Draft Focused EIR, including input from agencies on matters related to each of their areas of responsibility. **Comments may be submitted, in writing, by 5:00 p.m. on November 30, 2007** and addressed to:

Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045
Phone: (310) 646-3853 X 1003 or
<http://www.lawa.org/vny/vnyEnvironment.cfm>

SCOPING MEETING: LAWA is scheduled to hold a Public Scoping Meeting for the EIR on November 15, 2007 to describe the proposed project and the CEQA environmental process, and to receive public and agency input on the information to be included in the EIR. The Public Scoping Meeting will be held from 6:00 PM to 8:30 PM at:

Van Nuys Airtel Plaza Hotel
7277 Valjean Avenue, Van Nuys
California 91406



Form A

Notice of Completion and Environmental Document Transmittal

SCH #

For U.S. Mail: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Van Nuys Airport Phaseout of Noisier Aircraft
Lead Agency: Los Angeles World Airports **Contact Person:** Karen Hoo
Street Address: 7301 World Way West, 3rd Floor **Telephone:** (310) 646-3853 X 1003
City: Los Angeles **Zip Code:** 90045 **County:** Los Angeles

Project Location:
County: Los Angeles **City/Nearest Community:** Los Angeles (Van Nuys, Reseda, Mission Hills)
Cross Streets: Roscoe Boulevard and Balboa Boulevard **Zip Code:** 91406
Assessor's Parcel No.: 2205-010-905 **Section:** _____ **Twp.:** _____ **Range:** _____ **Base:** _____
Within 2 Miles: State Hwy #: I-405 **Waterways:** [none]
Airports: Van Nuys Airport (project site) **Railways:** Southern Pacific / MTA **Schools:** various

Document Type:
CEQA: NOP Draft EIR **NEPA:** NOI **Other:** Joint Document
 Early Cons Supplement to EIR EA Final Document
 Neg Dec Subsequent EIR Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Restriction of aircraft operations

Development Type:
 Residential: *Units* _____ *Acres* _____ Water Facilities: *Type* _____ *MGD* _____
 Office: *Sq.ft.* _____ *Acres* _____ *Employees* _____ Transportation: *Type* _____
 Commercial: *Sq.ft.* _____ *Acres* _____ *Employees* _____ Mining: *Mineral* _____
 Industrial: *Sq.ft.* _____ *Acres* _____ *Employees* _____ Power: *Type* _____ *MW* _____
 Educational: _____ Waste Treatment: *Type* _____ *MGD* _____
 Recreational: _____ Hazardous Waste: *Type* _____
Total Acres (approximate): [none] Other: [No physical development is proposed]

Project Issues That May Have a Significant or Potentially Significant Impact:
 Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:
 GP Land Use: Light Industrial
 Zones: [Q]M2-1VL; [T][Q]M2-1VL (Heavy Manufacturing)

Project Description: (please use a separate page if necessary)
 Los Angeles World Airports (LAWA) proposes to establish a maximum noise level for all aircraft arriving at and departing from Van Nuys Airport. This would be accomplished by gradually phasing out aircraft that generate noise in excess of the established level of 77 dBA, beginning with the noisiest aircraft and periodically lowering the maximum noise level. The project proposes no physical development or change in land use, only operational modifications at the existing facility.

NOTE: Clearinghouse will assign identification numbers for all new projects. If an SCH number already exists for a project (e.g., Notice of Preparation or previous draft document), please fill in. Revised 2004

Form A, continued
Notice of Completion and Environmental Document Transmittal

Key S = Document sent by lead agency X = Document sent by SCH D = Suggested distribution

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below.

- | | |
|--|--|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Emergency Services |
| <input type="checkbox"/> Boating and Waterways, Department of | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Parks and Recreation |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Reclamation Board |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input type="checkbox"/> Regional WQCB # _____ |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Colorado River Board Commission | <input type="checkbox"/> S.F. Bay Conservation and Development Commission |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Office of Public School Construction | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Fish and Game Region # _____ | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Food and Agriculture, Department of | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Forestry and Fire Protection | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>Federal Aviation Administration Western Pacific Region</u> |
| <input type="checkbox"/> Housing and Community Development | <input type="checkbox"/> <u>Southern California Association of Governments</u> |
| <input type="checkbox"/> Integrated Waste Management Board | <input checked="" type="checkbox"/> Other: <u>South Coast Air Quality Management District</u> |
| <input type="checkbox"/> Native American Heritage Commission | <input type="checkbox"/> <u>Los Angeles County Airport Land Use Commission</u> |

Local Public Review Period (to be filled in by lead agency):

Starting Date: November 1, 2007 Ending Date: November 30, 2007

Lead Agency (complete if applicable): Consulting Firm: _____ Address: _____ City/State/Zip: _____ Contact: _____ Telephone: _____

Applicant: Name: <u>Los Angeles World Airports</u> Address: <u>7301 World Way West, 3rd Floor</u> City/State/Zip: <u>Los Angeles, CA 90045</u> Telephone: <u>Karen Hoo (310) 646-3853 X 1003</u>
--

Signature of Lead Agency Representative _____ Date: November 1, 2007

Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2004

Scoping Comments

Comment Period: November 1–30, 2007

No.	Author/Contact/Address	Letter Date	Comment Summary	EIR Issue
Agencies				
1	South Coast Air Quality Management District Attn: Steve Smith, Ph.D. 21865 Copley Drive Diamond Bar, CA 91765	10/26/07	Recommends lead agency consider analysis pursuant to <i>SCAQMD CEQA Handbook</i> and gives additional web links for updated thresholds/analysis methodology and mitigation information. In addition to requesting copies of EIR and relevant technical appendices, requests electronic versions of modeling and health risk assessment files for review.	Air Quality
2	Native American Heritage Commission Dave Singleton 915 Capitol Mall, Room 364 Sacramento, CA 95814	11/01/07	Requests CHRIS records search, Sacred Lands Files search, tribal consultation, and proper accounting for cultural resources management.	Cultural Resources
3	Southern California Association of Governments Attn: Laverne Jones 818 West Seventh Street, 12 th Floor Los Angeles, CA 90017	11/15/07	Notes that project does not qualify as “regionally significant.”	None

No.	Author/Contact/Address	Letter Date	Comment Summary	EIR Issue
4	County of Ventura Department of Airports Attn: Todd L. McNamee, AAE 555 Airport Way Camarillo, CA 93010	11/28/07	<p>Summarizes statistics for Camarillo (CMA) and Oxnard (OXR) airports, and notes these facilities are relatively busy but garnering few noise complaints, due primarily to an effective outreach program and activity curfew at the airports; attaches pilot guides that are a component of their outreach.</p> <p>Requests analysis of how redistribution of VNY's Stage 2 aircraft will affect noise and air quality, as well as economic effects on VNY operators.</p> <p>Requests analysis of whether impacts of redistributing air traffic are able to be mitigated.</p> <p>Requests analysis of whether other regional airports have physical space to store/house aircraft, and to accommodate increased business operations associated with the redistributed operators.</p>	Noise Noise, Air Quality, Economics General Land Use
5	County of Los Angeles Department of Public Works Land Development Division Attn: Conal McNamara, AICP P.O. Box 1460 Alhambra, CA 91802	11/29/07	No comment; requests copy of the Draft EIR.	None
6	U.S. Congressman Brad Sherman Attn: Michael Tou, Policy Deputy 5000 Van Nuys Boulevard, Suite 420 Sherman Oaks, CA 91403	11/15/07	<p>Supports project; states existing noise is excessive and exceeds the established level of 77 dBA.</p> <p>Encourages LAWA to adopt the City's "pre-ANCA Stage 2 Phase-Out proposal.</p> <p>Encourages LAWA to adopt a provision allowing temporary Stage 2 operations for operators who obtain modifications to comply</p>	Noise Non-CEQA

No.	Author/Contact/Address	Letter Date	Comment Summary	EIR Issue
			<p>with Stage 3 noise levels.</p> <p>States VNY is critical to local economy; needs to balance ongoing productivity with citizen desire for peace and quiet.</p>	Non-CEQA
Organizations				
7	<p>National Business Aviation Association c/o Zuckert Scoutt & Rasenberger, LLP Attn: Frank J. Costello 888 Seventeenth Street NW Washington, D.C. 20006</p>	11/30/07	<p>States that project is unlawful (conflicts with ANCA, Part 161, Federal Aviation Act, Commerce Clause).</p> <p>States that project is inconsistent with the interests of business aviation.</p> <p>States that project will have an impact on other communities where aircraft is redistributed; may also result in operators moving all their business out of VNY to avoid splitting operations, with Stage 3/4 in one location and Stage 1/2 in another.</p>	<p>Non-CEQA</p> <p>Non-CEQA</p> <p>General</p>

No.	Author/Contact/Address	Letter Date	Comment Summary	EIR Issue
<i>Residents/Residents Organizations</i>				
8	Homeowners of Encino Attn: Gerald Silver, President P.O. Box 260205 Encino, CA 91426	11/04/07	Supports project; states existing noise is excessive. States belief that the project will have no negative consequences, and that there is no feasible alternative to a complete Stage 2 jet phaseout. States that phaseout is consistent with City policy, VNY Master Plan. States phaseout is grandfathered, pre-ANCA, and does not require FAA permission. Suggests EIR must only consider environmental consequences and not economic consequences. Indicates that aircraft operators have many options for reducing existing aircraft noise.	Noise Land Use Non-CEQA General Noise
9	Joel Marks 3757 Sheridge Drive Sherman Oaks, CA 91403	11/16/07	Supports project; states existing noise is excessive.	Noise
10	Valerie Kurokawa 4816 Norwich Avenue Sherman Oaks, CA 91403	11/24/07	Supports project; states existing noise is excessive and affects quality of life.	Noise
11	Robert B. Greene 4012 Sumac Drive Sherman Oaks, CA 91403	11/26/07	Supports project; states existing noise is excessive.	Noise
12	Daniel Prisk 16648 Calahan Street North Hills, CA 91343	11/26/07	Supports project; states existing noise is excessive and makes outdoor activity difficult; noise devalues property.	Noise



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

'07 NOV 6 PM 12:02 *CL*

October 26, 2007

Ms. Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Dear Ms. Hoo:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Van Nuys Airport Phaseout of Noisier Aircraft Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

Comment Letter 1

Ms. Karen Hoo

-2-

October 26, 2007

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

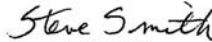
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK
LAC071023-03AK
Control Number

Comment Letter 2

(2)

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



November 1, 2007

Ms. Karen Hoo
Los Angeles World Airports
 7301 World Way West, 3rd Floor
 Los Angeles, CA 91406

Re: SCH# 2007101110, CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Van Nuys Airport Phaseout of Noisier Aircraft, Los Angeles County, California

Dear Ms. Hoo:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c)). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916)653-7278. The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Comment Letter 2

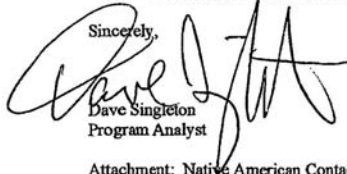
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: Native American Contact List

Comment Letter 2

**Native American Contacts
Los Angeles County
November 1, 2007**

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
805 492-7255

Chumash
Tataviam
Fernandeño

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90292
310-570-6567
Gabrielino Tongva

Fernandeno Tataviam Band of Mission Indians
Randy Guzman-Folkes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(805) 501-5279 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785
Yowlumne
Kitanemuk

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

Gabrieleno/Tongva San Gabriel Band of Mission
Indians - Anthony Morales, Chairperson.
PO Box 693
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax
Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007101110; CEQA Notice of Preparation (NOP) and draft Environment Impact Report (DEIR) for the Van Nuys Airport Phaseout of Noisier Aircraft; Los Angeles World Airports; Los Angeles County, California.

③



ASSOCIATION of GOVERNMENTS

Main Office
 818 West Seventh Street
 12th Floor
 Los Angeles, California
 90017-3435
 t (213) 236-1800
 f (213) 236-1825
 www.scag.ca.gov

Officers: President: Gary O'Neil, San Bernardino County
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Riverside County: Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Russel Ridgeway, Moreno Valley - Tom Lovelidge, Riverside - Greg Prentis, Cathedral City - Tom Roberts, Temecula

San Bernardino County: Gary O'Neil, San Bernardino County - Lawrence Sida, Redwood - Paul Eskin, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Iowa of Apple Valley - Larry McCallion, Highland - Deborah Robertson, Hutto - Alan Wagner, Ontario

Ventura County: Linda Parks, Yreka County - Glen Becenti, Siskiyou County - Carl Mantheune, San Bernardino - Tom Young, Fort Huachuca

Tribal Government Representative: Andrew Masel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Art Brown, Burren Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark
 10/24/07

November 15, 2007

Ms. Karen Hoo
 City of Los Angeles
 Los Angeles World Airports
 1 World Way, P. O. Box 92216
 Los Angeles, CA 90009-2216

RE: SCAG Clearinghouse No. I 20070641 Van Nuys Airport Phaseout of Noisier Aircraft

Dear Ms. Hoo:

Thank you for submitting the **Van Nuys Airport Phaseout of Noisier Aircraft** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Van Nuys Airport Phaseout of Noisier Aircraft**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **October 16-31, 2007 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1857. Thank you.

Sincerely,

 LAVERNE JONES, Planning Technician
 Program Development and Evaluation Division

Doc #141741

Comment Letter 4

④

county of ventura
 DEPARTMENT OF AIRPORTS
 www.ventura.org/airports



555 Airport Way ♦ Camarillo, CA 93010 ♦ (805) 388-4274 ♦ Fax: (805) 388-4366

November 28, 2007

Ms. Karen Woo
 Los Angeles World Airports
 Environmental Planning
 7301 World Way West, 3rd Floor
 Los Angeles, CA 90045

**Re: Notice of Preparation of a Draft Focused Environmental Impact Report
 Van Nuys Airport Phase Out of Noisier Aircraft, File # AD 016-07**

Dear Ms Woo:

Thank you for the opportunity to comment on the above referenced project. The County of Ventura operates two General Aviation airports within the cities of Camarillo and Oxnard. Summary statistics are as follows:

Camarillo Airport (CMA)	
Based aircraft	650 (approx.)
Based jet aircraft	20 (approx.)
Annual operations	150,000 (approx.)
Monthly noise complaints	8 (avg.)
Oxnard Airport (OXR)	
Based aircraft	150 (approx.)
Based jet aircraft	2 (approx.)
Annual operations	90,000 (approx.)
Monthly noise complaints	7 (avg.)

As you can see, the County of Ventura operates two relatively busy airports with very few complaints being filed due to aircraft noise. This has been accomplished by years of public outreach to the communities around the airports, educating the pilot population utilizing the airports with regard to noise sensitive areas, and voluntary and legal measures to reduce hours of operation. The County has established ordinance dating back to 1976 that prohibits departures at CMA between the hours of 12:00 A.M. and 5:00 A.M. without prior permission. Additionally, aviation related businesses at CMA and OXR have voluntarily minimized the number of Stage II aircraft to no more than 1/3 of their based aircraft, and the actual percentage is much less. Attached are pilot guides that are a component of our outreach program that further describe some of these measures.

Comment Letter 4

Karen Woo – Van Nuys NOP AD 016-07
November 28, 2007
Page 2

The notion of Van Nuys Airport phasing out noisier aircraft, thus causing them to be redistributed to surrounding airports is of great concern to Ventura County, as it will potentially have a significant negative impact. Many elements should be considered when preparing your environmental report, including but not limited to:

- What will be the noise impact to the surrounding airports?
- What will the emissions/pollutants impact be to the surrounding airports?
- How can one mitigate those impacts?
- Will the VNY Phase Out cause operators of these aircraft to phase out operating them or relocate them?
- What is the economic impact to the aircraft operators due to the VNY Phase Out?
- Do the surrounding airports that can accommodate the aircraft (i.e. adequate runway length) have facilities available to store/house the aircraft?
- Do the surrounding airports have facilities to house the operator's business operation?

Thank you for the opportunity to comment, and we look forward to reviewing materials as they are developed.

Feel free to contact me at 388-4200 if you have any questions.

Sincerely,



TODD L. MCNAMEE, AAE
Director of Airports

Attachment

cc : Camarillo Airport Authority
Aviation Advisory Commission

Chances/#A1/working letters/NOP Van Nuys stage II phase out 112807

Comment Letter 4

OXNARD

2889 West Fifth Street
 Oxnard, California 93030
 phone: 805-382-3022/3024
 fax: 805-382-9845
 www.ventura.org/airports

Location: 1 mile west of city
 Coordinates: N34° 12.05' W119° 12.43'
 Field elevation: 45'
 Runway 07-25: 5,953' x 100'
 (Runway 25 displaced threshold
 distance available: 4,576')

Traffic Pattern Altitudes:
 Single Engine Aircraft - 1,043'
 Multi-engine/Turbine Aircraft - 1,443'

COMMUNICATIONS:

CTAF: 134.95 (Pilot Controlled Lighting)
 ATIS: 118.05 Phone: 805-985-1758
 Oxnard Ground Control: 121.9
 Oxnard Tower : 134.95 (7:00 a.m. - 9:00 p.m.)
 Point Mugu App/Dep Control: 124.7
 Los Angeles Center: 135.5
 Santa Barbara RCAG: 327.1
 Hawthorne FSS - 1-800-WX-BRIEF
 ASOS - 118.05 (ATIS freq.) or (805) 382-0592
 Nearest NAVAID: CMA VOR 115.8, 067°5.2 DME
 ILS-Runway 25: 108.7

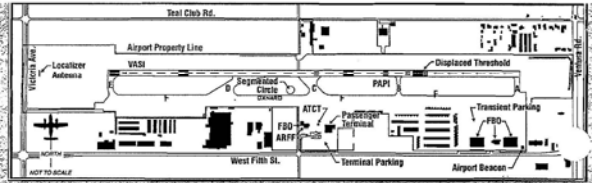
LANDING FEE:

Aircraft over 12,500 lbs.: Fee is \$1.00 per 1,000 lbs.
 Fee is \$4.00 or \$1.00 per 1,000 lbs., whichever
 is greater

PARKING RATES:

Single Engine: \$7.00
 Multi-engine: \$9.00
 Aircraft over 12,500 lbs.: \$1.00 per 1,000 lbs.

NOVEMBER 2006



AIRPORT SERVICES:

Full Service FBOs:
 Aspen Helicopters
 (805) 985-5416; (888) 447-7901
 Unicom: 122.95
 Chevron fuel: 10ULL and Jet A
 www.aspenhelo.com
 Oxnard Jet Center
 (805) 985-2490
 Signature Flight Support
 (805) 382-9893
 Air BP Fuel: 100LL and Jet A
 www.bba-aviation.com/flightsupport

Airline:

United Express (800) 241-6622

Lodging:

Courtyard by Marriott (805) 986-8600
 Embassy Suites (805) 989-2400
 Residence Inn (805) 278-2268

Rental Cars:

Budget (805) 382-8351
 Dollar (805) 483-6662
 Enterprise (805) 985-8888
 Hertz (805) 985-0911

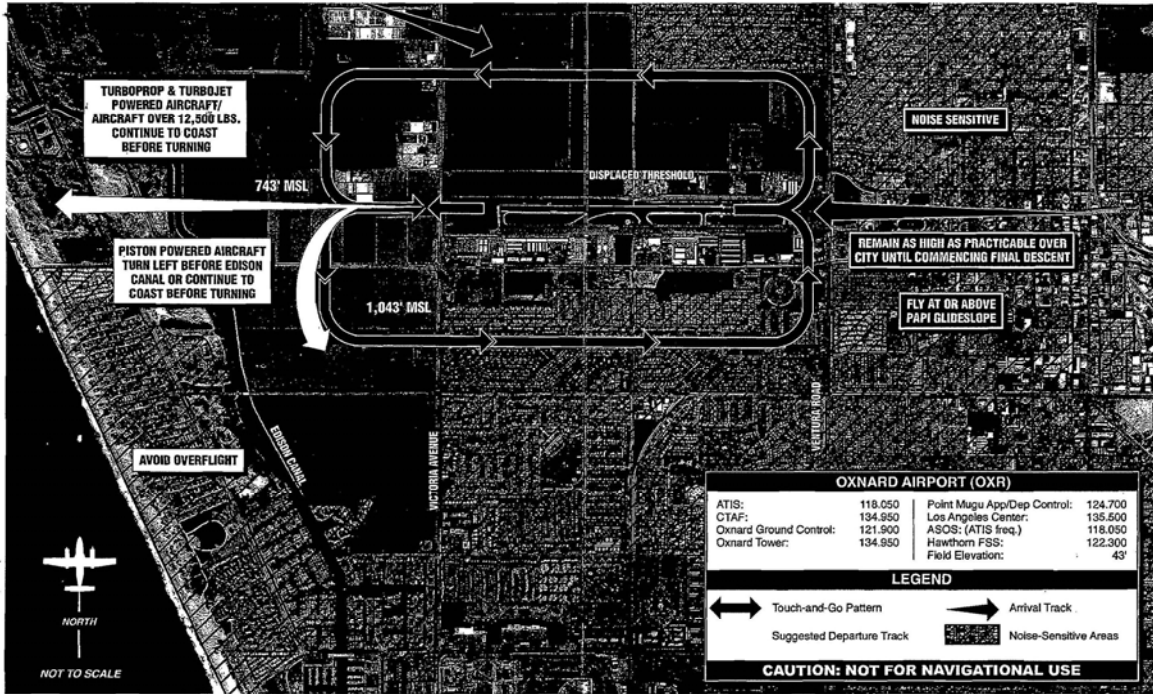
Taxis:

Yellow Cab (805) 483-2444

NOISE ABATEMENT PROCEDURES:

- The airport environs are noise sensitive in all quadrants. Aircraft operators are requested to practice noise abatement by quiet procedures whenever possible consistent with safety.
 - Voluntary curfew - ATC operations - 11:00 p.m. to 5:00 a.m.
 - Stage 2 aircraft are restricted to which takeoffs after 10:00 p.m. and before 7:00 a.m.
 - Older/louder turbojet aircraft are requested to avoid use of the airport.
 - Late night arrivals use GPS Runway 7 approach when wind, weather, and safety permit.
 - Remain as high as practical over residential areas during overflight, approaches, and departures.
 - Use best rate of climb when departing any runway.
 - No touch-and-go's or stop-and-go's between 8:00 p.m. and 7:00 a.m. (8:00 a.m. on weekends).
 - No formation takeoffs or landings without air traffic permission from the Airport Director.
 - Full stop taxi back on taxiways will be permitted only if there are airplanes taxiing in the airport traffic area.
 - Southbound departures of Runway 25 by turbo-prop turbojet aircraft and aircraft over 12,500 pounds fly to coastline before turning left.
 - Southbound departures of Runway 25 by piston powered less than 12,500 lbs. aircraft, after reaching 700' AGL, turn left past the runway end and left before the Edison Canal, or continue to coastline.
 - No high power engine run-ups for maintenance between 7:00 p.m. and 7:00 a.m.
 - Straight-in arrivals on Runway 25 cross the Camanche Airport at or above 2000' and remain as high as practical over the city until commencing final descent.
 - Exercise extreme caution on Runway 25 due to Camanche traffic and instrument approaches being conducted to Oxnard's Runway 25.
 - NO departures on Runway 7 from midfield intersection (Taxiway C).
 - Use extreme caution when departing Runway 7 due to opposite direction instrument approach traffic.
- Compliance with recommended noise abatement procedures is encouraged.
 No procedure should be allowed to compromise flight safety.

Comment Letter 4



A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
 2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
 3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
 4. Familiarize yourself and comply with airport noise abatement procedures.
 5. Work with airport managers and fixed base operators to develop procedures to reduce the impact on noise-sensitive areas.
 6. To contain aircraft noise within airport boundaries, avoid performing engine run-ups at the ends of runways near housing developments. Instead, select a location for engine run-up closer to the center of the field.
 7. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
 8. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
 9. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
 10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
 11. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
 12. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
 13. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)
- Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

Comment Letter 4

Camarillo Airport

(CMA)

Ventura County Department of Airports
555 Airport Way, Suite B • Camarillo, CA 93010-9822
Phone: (805) 388-4497/4246 • FAX: (805) 388-4366
www.ventura.org/airports

Location: 3 miles west of city
Coordinates: N34° 12.83' W119° 05.66'
Field Elevation: 77'
Runway 08-26: 6,010' x 150'

Traffic Pattern Altitudes:
Light Aircraft - 875'
Multi-engine/Jet - 1,075'

COMMUNICATIONS:
ATIS - 126.02 Phone: (805) 484-3351
CTAF (Pilot controlled lighting) - 128.20
Clearance Delivery - 120.75
Camarillo Ground Control - 121.80
Camarillo Tower - 128.20 (7:00 a.m. - 9:00 p.m.)
Point Mugu App/Dep Control - 124.70
Los Angeles Center - 135.50
Santa Barbara RCAG 327.10
ASOS - 126.025 (ATIS freq.)
Hawthorne FSS - 1-800-WX-BRIEF
CMA VOR (on field) - 115.80

LANDING FEE
Aircraft over 12,500 lbs. Fee is \$1.00 per 1,000 lbs.

PARKING RATES:
Single-Engine= \$7.00
Multi-Engine= \$9.00
Aircraft over 12,500 lbs. \$1.00 per 1,000 lbs.



Area Services

<p>Restaurant: Waypoint Cafe (805) 388-2535</p>	<p>Lodging: Best Western's Camarillo Inn (805) 987-4991 Days Inn of Camarillo (805) 482-0761 Hampton Inn & Suites (805) 389-9898</p>	<p>Rental Cars: Enterprise (805) 985-8888 Hertz (805) 985-0311</p>
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(Shopping center and outlet mall within 1 mile of airport)

Full Service z

Avantair Jet Center (805) 432-7111, Jet-A, 100LL
ARNIC: 131.65 www.avantair.com

Cardinal Air Center (805) 482-2586, Unicom: 123.50
Phillips 66: Jet A, 100LL, www.westerncardinal.com

Channel Islands Aviation (805) 987-1301, Unicom: 123.30
Chevron: Jet A, 100LL, www.flycia.com

Skyblue Air (805) 987-7700 www.skyblueair.com
Sun Air Jets (805) 389-9300, Unicom: 122.95
ARINC: 130.75, Exxon: Jet A, 100LL www.sunairjets.com

NOISE ABATEMENT PROCEDURES:

Aircraft operators are requested to practice noise abatement/fly quiet procedures whenever possible consistent with safety.

- No Aircraft departures between 0000-0500 without prior approval from the Airport Director.
- Remain as high as practical over residential areas during overflight, approaches, and departures.
- Use best rate of climb when departing any runway.
- No formation takeoffs or landings without prior permission from the Airport Director.
- Utilize low energy approaches.
- North traffic fly downwind over Highway U.S. 101.
- When departing Runway 26, remain on runway heading until beyond the departure end of runway and reaching 700' AGL before proceeding on course.
- Avoid straight-in VFR approaches to Runway 26 when ATCT is closed.
- Maintain pattern altitude until turning base leg for Runway 26 and Runway 8 traffic pattern.
- When departing Runway 8, use best rate of climb and when altitude permits turn so as to avoid residential overflight before proceeding on course.
- Exercise extreme caution when departing Runway 8 due to opposite direction instrument approach traffic.
- Runway 8 arrivals use RIGHT traffic to avoid overflight of the City.
- Aircraft should depart on Runway 26 when practicable.
- Fly at or above PAPI glide slope on final approach.
- Aircraft over published runway weight limit shall contact airport administration for approval and instructions.
- Propeller aircraft are requested to use AOPA "Noise Awareness Steps".
- Jets are requested to use N.B.A.A. Standard Noise Abatement Departure Procedures.
- Late night arrivals use GPS Runway 8 approach when wind, weather, and safety permit.

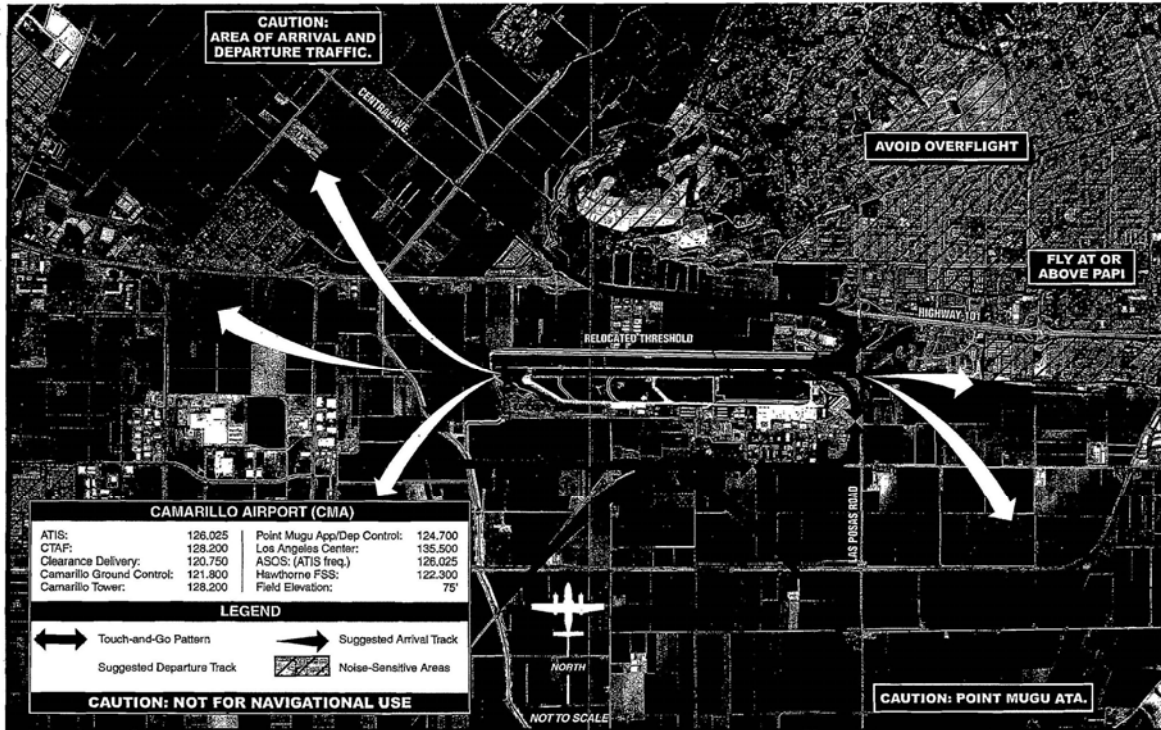
*Compliance with recommended noise abatement procedures is encouraged.
No procedure should be allowed to compromise flight safety.*





November 2000

Comment Letter 4



A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overflying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Familiarize yourself and comply with airport noise abatement procedures.
5. Work with airport managers and fixed base operators to develop procedures to reduce the impact on noise-sensitive areas.
6. To contain aircraft noise within airport boundaries, avoid performing engine run-ups at the ends of runways near housing developments. Instead, select a location for engine run-ups closer to the center of the field.
7. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.

8. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
9. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power setting and with as few power changes as possible.
10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
11. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
12. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
13. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction measures should be allowed to compromise flight safety.

5



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

November 29, 2007

Ms. Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Dear Ms. Hoo:

**NOTICE OF PREPARATION FOR A DRAFT FOCUSED ENVIRONMENTAL IMPACT
REPORT–VAN NUYS AIRPORT PHASE-OUT OF NOISIER AIRCRAFT
CITY OF LOS ANGELES**

Thank you for the opportunity to review the Notice of Preparation for the above Draft Environmental Impact Report (DEIR). Public Works has reviewed the environmental document and has no comments.

When it is ready, please send a copy of the DEIR to:

Mr. Conal McNamara, AICP
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If the DEIR is available electronically or on-line, please forward it or the link to Mr. McNamara at cmcnamara@dpw.lacounty.gov.

Comment Letter 5

Ms. Karen Hoo
November 29, 2007
Page 2

If you have any questions, please contact Mr. McNamara at (626) 458-4948.

Very truly yours,

DONALD L. WOLFE
Director of Public Works

 DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\LDPUB\ICEQA\CDM\VanNuysAirportNoisePhaseoutNOP.doc

cc: Supervisor Zev Yaroslavsky (Maria Chong-Castillo)

Comment Letter 6

6

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEES:
CHAIRMAN,
INTERNATIONAL TERRORISM, NONPROLIFERATION AND TRADE

THE MIDDLE EAST AND SOUTH ASIA

Brad Sherman
Congress of the United States
27th District, California
SERVING THE SAN FERNANDO VALLEY

'07 NOV 19 AM 10:20 CR
COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEES:
CAPITAL MARKETS AND INSURANCE
FINANCIAL INSTITUTIONS
MONETARY POLICY
COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON INTELLECTUAL PROPERTY AND THE INTERNET

November 15, 2007

Ms. Karen Hoo
Environmental Planning
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Re: Van Nuys Airport Stage 2 Phase-out – Focused EIR

Dear Ms. Hoo:

I am writing in support of a phase-out of aircraft at Van Nuys Airport that generate noise in excess of the established level of 77 dBA. Los Angeles World Airports (LAWA) is preparing a Focused Environmental Impact Report (EIR) to analyze the potential environmental effects and community benefits of a proposed phase-out.

With the advent of new technology and the emergence of the next generation of aircraft, communities across the country will benefit from cleaner and quieter jets. We must take immediate steps in reducing the overall impact of noisy aircraft over communities in the San Fernando Valley.

LAWA's multi-pronged approach in addressing the environmental impacts of Van Nuys Airport will result in positive actions in meeting our objective of noise reduction. In addition to this process, LAWA is seeking to phase-out noisy aircraft at Van Nuys Airport through a Part 161 study. Furthermore, Congress is debating the reauthorization of the Federal Aviation Administration (H.R. 2881 and S. 1300), which includes a five-year phase-out of aircraft weighing less than 75,000 pounds or less not complying with Stage 3 noise levels.

In preparing the Focused EIR, I encourage LAWA to adopt the City's pre-ANCA Stage 2 phase-out proposal, as well as a provision to allow the temporary operation of Stage 2 aircraft if operators obtain modifications to the aircraft to meet Stage 3 noise levels. A thorough analysis of the environmental effects of a phase-out should yield long-term benefits for the surrounding communities.

WASHINGTON, DC OFFICE
2242 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5911
FAX: (202) 225-5879



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SAN FERNANDO VALLEY OFFICE
5000 VAN NUYS BOULEVARD, SUITE 420
SHERMAN OAKS, CA 91403
(818) 501-9200
FAX: (818) 501-1554

[HTTP://BRAD.SHERMAN.HOUSE.GOV](http://BRAD.SHERMAN.HOUSE.GOV)

E-MAIL: SHERMAN.PERSONAL@MAIL.HOUSE.GOV


Comment Letter 6

Van Nuys Airport Stage 2 Phase-out – Focused EIR
November 15, 2007
Page 2

I recognize the importance of the airport in generating jobs and taxes for our local economy. Van Nuys Airport generates over \$1 billion in economic activity throughout the San Fernando Valley and Southern California. The airport includes more than 100 businesses and creates over 10,000 jobs supporting our economic growth. We must continue to balance the needs of the airport with the desire of the community to live, work and play in their homes in relative peace and quiet.

Thank you for the opportunity to offer comments on the Draft Focused Environmental Impact Report for the Van Nuys Airport Phase-out of Noisier Aircraft. Please contact me and my Policy Deputy, Michael Tou, with any updates on the study and add our San Fernando Valley District Office to your mailing list.

Sincerely,


BRAD SHERMAN
Member of Congress

cc: Mayor Antonio Villaraigosa
Councilmember Tony Cardenas
Councilmember Jack Weiss
Councilmember Greig Smith
Councilmember Wendy Greuel
Los Angeles Board of Airport Commissioners
Gina Marie Lindsey, LAWA
Homeowners of Encino
Sherman Oaks Homeowners Association

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ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3509
Telephone [202] 298-8660 Fax [202] 542-0685
www.zsrllaw.com

November 30, 2007

Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Re: NOP for the Proposed Van Nuys Airport Phase-Out of Certain Aircraft, File No. AD 016-07

Dear Ms. Hoo:

On behalf of the National Business Aviation Association, Inc. (NBAA) and its more than 8,000 member companies, we offer these comments on the proposed banning of operations at Van Nuys Airport (KVNy) of aircraft generating takeoff noise in excess of 77 dBA. As NBAA understands the proposal, aircraft exceeding takeoff noise levels of 77 dBA would be banned in four phases over a period of seven years. The 77 dBA level would include all Stage 2 business jets and possibly some retrofitted business jets that meet the FAA's Stage 3 standards. NBAA believes that this proposal, if implemented, would be both unlawful and unwise. It obviously would be inconsistent with the best interests of business aviation, but it also would have a serious adverse impact on the local economy while having almost no positive environmental impact.

1. The Proposed Phase-Out Is Not Grandfathered Under ANCA and Part 161.

More than seventeen years ago, the Airport Board adopted Resolution 17154 which included a date-specific phase-out. The phase-out never was implemented. The banning of operations at KVNy by Stage 2 aircraft also is an option presently under consideration in the LAWA Part 161 study. LAWA now takes the position that because a phase-out was proposed before October 2, 1990, it does not have to meet the requirements of ANCA and Part 161. That is not a correct reading of the law or the facts.

While a proposal that was the subject of a formal "regulatory or legislative process before October 2, 1990" is not subject to the requirements of ANCA and Part 161, 49 U.S.C. § 47533(2), there has to be continuity of identity between what originally was proposed and the current proposal. There is no such continuity here. The 1990 proposal, which was the product of a regulatory process that began in 1989, provided for a phase-out ending on January 1, 1998. The new proposal is the product of a new

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

2

regulatory process the culminated in a new resolution last year and that would phase-out aircraft over a future seven-year period. There are similarities in the process and the proposal, but neither is identical. When the FAA cautioned LAWA in 2000 about proceeding with an immediate phase-out, it made it clear that any new proposal would have to be “essentially the same as originally proposed or less restrictive.”¹ It most decidedly did not give a green light to proceed with a new phase-out.

Additionally, the proposal cannot be grandfathered with respect to any restriction on Stage 3 aircraft operations even if it was the subject of an earlier regulatory or legislative process, *i.e.*, § 47524(c) trumps § 47533(2) in that regard.² Since a 77 dBA bright line might encompass certain retrofitted aircraft that meet Stage 3 requirements, it is by its very terms outside the grandfather exception to ANCA and Part 161.

2. The Proposed Phase-Out Would Violate The Grant Assurances, The Federal Aviation Act and the Commerce and Supremacy Clause of the U.S. Constitution.

In its 2000 letter to LAWA, the FAA emphasized that ANCA and Part 161 establish process requirements and that any proposal would have to meet the substantive requirements of the grant assurances and federal law even if it was grandfathered. Specifically, the FAA noted as follows:

Such restrictions must be fair and reasonable, may not be unjustly discriminatory, and may not impose an undue burden on interstate or foreign commerce. Based upon the information available, FAA has serious concerns about the ability of the “phase-out” rule to meet these requirements.”

Id. At 2.³

A phase-out of Stage 2 aircraft (and some Stage 3 aircraft) would be completely unfair and highly discriminatory and create obvious burdens on commerce. There is no evidence that there is a perceived noise problem at KVMY that would be alleviated to any significant extent by a ban on such operations. As the world’s largest general aviation airport, KVMY is the beneficiary of the commitment of general aviation manufacturers and operators to be good neighbors. As operations by the newest generation of business jets, all of which exceed Stage 4 standards, are on the increase, operations by the older

¹ Letter dated April 17, 2000, from Woodie Woodward, FAA Acting Associate Administrator for Airports, to Breton Lobner, Senior Assistant City Attorney.

² See Letter dated July 17, 1996, from Susan L. Kurland, FAA Associate Administrator for Airports, to the Honorable John Ferraro.

³ The FAA further stated that the “City of Los Angeles would have to thoroughly examine these requirements as part of the local process to consider its adoption.” *Id.* NBAA submits that, at the very least, LAWA should use the Part 161.305 analytical template as the basis for its study, including a detailed cost-benefit analysis and an examination of all alternatives to a phase-out.

Comment Letter 7

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

3

Stage 2 aircraft are decreasing. A locally imposed mandatory phase-out interferes with that free market process and most likely would have unintended consequences. One of those consequences would be the impact on surrounding communities as aircraft forced out of KVNY would have to use other airports in the region. Another possible consequence is the loss of Stage 3 and Stage 4 business jet operations at KVNY if operators decide not to split their operations between two airports in the region. The possible scenarios, most of which are adverse to the community and the operators, are endless, but all are driven by this truism: locally imposed restrictions on aircraft operations do not work.

That touches on our final point, federal preemption. The wisdom underlying ANCA was the recognition that we cannot have a national air transportation system if it is Balkanized by local regulation. A proposal such as that contained in the captioned NOP would, if implemented, slash a hole in that national system to the great detriment of all of the beneficiaries of that system.

As always, NBAA remains willing to answer any questions.

Sincerely,



Frank J. Costello
Counsel for the National Business
Aviation Association, Inc.

8



Homeowners of Encino

◆ Serving the Homeowners of Encino ◆

November 4, 2007

Karen Hoo, Environmental Planning
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA, 90045

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

Hearing date: Nov. 15, 2007 6 pm

Subject: Scoping Meeting – VNY Stage 2 jet phase-out - Focused EIR

We support the establishment of a 77 dBA maximum noise level for all aircraft arriving at and departing from Van Nuys Airport (VNY). This should be accomplished by gradually phasing out aircraft that generate noise in excess of the established level of 77 dBA beginning with the noisiest aircraft and periodically lowering the maximum noise level.

We believe that this project will have no negative impacts—to the contrary, it will have significant environmental benefits. The project proposes no physical development or change in land use, only operational modifications at the existing facility.

A phase-out of Stage 2 jets at VNY will not increase air traffic at other airports in the region. It will not cause any redistribution of air traffic and thus will not have any potential environmental effects related to aircraft noise. If noisy jets are banned from VNY they will not go elsewhere, rather quieter Stage 3 jets will be used instead. People fly to VNY because of its location. If Stage 2 jets are banned, then newer, quieter planes will be used. This will force noisy Stage 2 jet operators to install hush kits, thus improving the environmental effects across the country.

The Focused EIR must provide an analysis of the potential aircraft noise effects associated with the proposed project as well as considering the improved environmental consequences on residents living near VNY.

While the Focused EIR is required to consider alternatives to the proposed project, including a No Project Alternative, there are no other alternatives that can be deemed acceptable to a complete phase-out of Stage 2 jets at VNY.

The Non-Addition Rule that precluded adding more Stage 2 jets to the VNY fleet has been a failure because it does not require a phase-out of noisy jets, nor did it address the growing number of itinerant Stage 2 jets using VNY. In fact the Non-Addition Rule works the other way by guaranteeing that noisy, outmoded jets can operate from VNY indefinitely. It does nothing to stop the continued and indefinite use of the airfield by itinerant Stage 2 Jets.

The proposed phase-out of Stage 2 jets will significantly mitigate the noise problems at VNY, while allowing the newer, quieter jets to continue to operate. This is consistent with the City's policy to phase-out Stage 2 jets that is part of the recently adopted VNY Master Plan.

Comment Letter 8

Page 2

It is imperative that the BOAC move forward immediately with the grand fathered course of action. This action will provide a date certain when these aircraft will no longer be able to use VNY. This grand fathered proposal allows a seven-year Stage 2 jet phase-out to be undertaken, *without* the FAA's permission, a significant difference compared to the Part 161 Study that may take years to complete, and has no certainty.

The precedent for this is already clearly based on other similar VNY pre-ANCA proposals that include; the curfew on Stage 2 Jets, and the Non-Addition Rule both implemented by the City after the passage of ANCA. Woodie Woodward of the FAA stated in his letter to Bret Lobner on April 17, 2000; the "proposal would have to be essentially the same as originally proposed or less restrictive than originally proposed to retain its grand father status under ANCA." If the city acts now, we will be certain Stage 2 jets will no longer use VNY after 2013 at the latest.

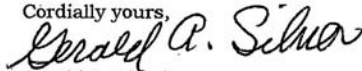
Your Focused EIR must be confined to environmental issues only—not economic issues. The operators of noisy Stage 2 jets may raise bogus complaints of 'dire economic consequences' if Stage 2 jets are not allowed to use VNY. Issues of commerce and business are inappropriate in a Focused EIR. You must not address claims that are not relevant, such as bogus economic issues.

Regardless, Stage 2 jet operators have many options, including retrofitting these aircraft with hush-kits that will bring them into compliance with current FAA noise standards. Once a jet has been retrofitted, it *increases* its value because the aircraft can operate at airports all over the country that now ban them.

A seven-year phase-out has the full support of key elected officials, the residents, the local homeowner associations, the Sherman Oaks and Encino neighborhood councils and Councilmember Jack Weiss as well as Congressman Brad Sherman. Most importantly this measure has the full support of Mayor Antonio Villaraigosa.

The time is long overdue for a phase-out of Stage 2 jets from Van Nuys Airport (VNY). Residents around VNY have suffered from jet noise for decades and have been given promise after promise that something would be done to address this issue. You must move promptly to finish the work on the Focused EIR.

Cordially yours,



Gerald A. Silver
Pres. Homeowners of Encino

Comment Letter 9

⑨

Los Angeles World Airports
 Environmental Planning
 7301 World Way West 3rd Floor
 LA CA 90045

Re: EIR for UNY stage 2 jets Nov 16 07

Please add my opinion to the list of Los Angeles residents requesting phase-out of stage 2 jets. When these pass overhead it sounds like the 1980's all over again.

Sometimes they can be heard for 5 minutes after they pass; they don't belong in a modern US city.

Joel Marks
 jrm

3757 Sheridige Dr
 Sherman Oaks CA 91403

Comment Letter 10

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Nov. 24, 2007

Valerie Kurokawa
4816 Norwich Ave.
Sherman Oaks, CA 91403

Karen Hoo
L.A. World Airports
7301 World Way W., 3rd Floor
Los Angeles, CA 90045

Dear Karen Hoo:

I have been a resident of Sherman Oaks since 1984. Since 1984 the noise level has increased over the years, and has reached an intolerable level to date. It's definitely affecting our quality of life in this area, by being constantly bombarded by noise from these extremely noisy Stage 2 jets.

Please support our quality of life here in Sherman Oaks by supporting the phase out of Stage 2 jets.

Thank you,



Valerie Kurokawa

Comment Letter 11

11

November 26, 2007

Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

RE: Stage 2 Jets Phase Out /Van Nuys Airport

Dear Sir or Madam,

I am in complete support of the Phase Out of noisy stage 2 jets flying into and out of Van Nuys Airport. As a homeowner in the city of Sherman Oaks, I have observed and been painfully aware of the noise for the last 7 years. These jets need to be phased out as they are creating noise pollution at the highest level !

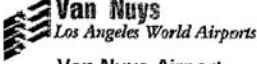
Thank you



Robert B Greene and Family
4012 Sumac Dr
Sherman Oaks, CA 91403

Comment Letter 12

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 Van Nuys Airport Scoping Meeting for the Phaseout of Noisier Aircraft EIR Public Scoping Meeting November 15, 2007 Airtel Plaza Hotel, Van Nuys	
Date	11-26-07 Name DANIEL PRISK
Address	16648 Calahans St City North Hills Zip 91343
Phone (optional)	818-266-8764 Email (optional) DRP345@aol.com
Comments: Please only make comments regarding the content of the Focused EIR being prepared for the potential Phaseout of Noisier Aircraft at Van Nuys Airport (VNY). The project being evaluated in this EIR is separate from the ongoing Part 161 Study at VNY. If you would like to provide comments on the VNY Part 161 Study or other noise-related issues, please visit either the VNY Part 161 website at www.lawa.org/vny/vnyEnvironment.cfm or the Los Angeles World Airports (LAWA) website at www.lawa.org . Thank you.	
<p>I have been at the above Address since 1989, at this time there were no three minute intervals between Loud & Low Jet Craft blowing thru the sky above my house. This is very disruptive and almost impossible to do anything outside. One can not even make a short video outside without the Blazing jets. Let alone devalue the Area.</p>	
If needed, please continue on the back side of this page or attach additional pages	
Submit Comments by November 30, 2007 to: Karen Hoo Los Angeles World Airports (Fold this sheet in thirds with the address on reverse side showing. Add a stamp and send.) Or submit comments via Email: VNYPhaseoutEIR@lawa.org or submit comments on the study website: www.lawa.org/vny/vnyEnvironment.cfm	