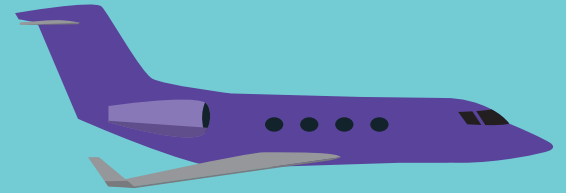




Van Nuys

Los Angeles
World Airports



NOISE MANAGEMENT QUICK FACTS

VNY CAN:

- Regulate aircraft activity on leaseholds/parking and ramp areas, including any aircraft maintenance.
- Implement restrictions proposed or implemented before 1990 ANCA* including associated fines/penalties.
- Prohibit and/or fine aircraft departures whose estimated takeoff noise level exceeds 74 dBA (per FAA Advisory Circular (AC) 36-3†) from 10 PM to 7 AM that are not exempt‡.
- Prohibit and/or fine takeoffs and landings of any aircraft whose AC 36-3† takeoff noise level is equal to or exceeds 77 dBA that are not exempt‡.
- Prohibit and/or fine engine run-ups for maintenance between 7 PM and 7 AM.
- Prohibit and/or fine touch-and-go operations by turbo-jet or fan powered aircraft, or by propeller powered aircraft between 10 PM and 7 AM [June 21 – September 15] and between 9 PM and 7 AM [September 16 – June 20].
- Develop and implement voluntary noise abatement programs such as the “No Early Turn”, “Quiet Jet Departure/Fly Friendly” and “Helicopter Route and Altitude Deviation” programs.

VNY CANNOT:

- Direct or control aircraft while in flight; responsibility of the Federal Aviation Administration (FAA).
- Implement new aircraft operation restrictions and/or fines after 1990 ANCA* without FAA approval under Code of Federal Regulations Part 161.
- Prohibit takeoffs or landings of military, law enforcement, emergency, fire or rescue aircraft that are exempt‡.
- Prohibit aircraft not operating at VNY and whose AC 36-3† takeoff noise level is equal to or exceeds 77 dBA from flying through the VNY airspace.
- Prohibit takeoffs and landings of aircraft certified by FAA as Stage 3 or above.
- Prohibit the arrival/departure of any helicopter at any time.
- Fine aircraft operators who do not participate in the voluntary noise abatement programs such as the “No Early Turn”, “Quiet Jet Departure/Fly Friendly” and “Helicopter Route and Altitude Deviation” programs.
- Fine any aircraft who violates Federal Aviation Regulations (i.e., low flybys or low passes over residential areas); FAA responsibility.
- Prohibit or fine any aircraft operation based on a specific single event noise level measured at an airport noise monitor.

* **1990 ANCA** – Airport Noise and Capacity Act of 1990 limits the ability of airport sponsors to propose and implement new restrictions and/or fines on aircraft operating into or out of their airport after 1990; proposed restrictions have to comply with Code of Federal Regulations Part 161, Notice and Approval of Airport Noise and Access Restrictions.

† **FAA Advisory Circular (AC) 36-3** provides a listing of FAA-estimated airplane noise levels in units of A-weighted sound level in decibels (dBA) and is intended to provide a consistent basis for comparison of noise levels of major aircraft models; not equivalent to a specific single event noise level measured at a noise monitor.

‡ Exempt aircraft are defined in **City of Los Angeles Ordinance Nos. 155727, 171889, 173215 and 181106**.