

AIRCRAFT OPERATIONS

This Section covers restrictions and policies on aircraft operational procedures and other activities in the aeronautical areas of the Van Nuys Airport.

1. Operation of Aircraft

- a.** All persons shall operate, navigate, land, service, maintain and repair aircraft in compliance with all FAA, National Transportation Safety Board (NTSB) and State Department of Aeronautics Rules and Regulations, in addition to the rules and regulations contained herein.
- b.** No person shall interfere or tamper with any aircraft at the Airport, or start the engine of such aircraft without the owner's consent; nor shall any employee of LAWA move or handle such aircraft, unless such action is necessary to maintain the safe and efficient operations of the Airport.
- c.** No person shall enter an aircraft without the consent of the owner or representative in-charge.

2. Aircraft Incident/Accident Reporting. The operator of any aircraft involved in an incident/accident causing personal injury or property damage shall, in addition to all other reports or notifications required to be made to other agencies, make a prompt and complete report concerning said incident/accident to the Airport Manager through Airport Operations at (818) 442-6506.

3. Disabled Aircraft. Any owner, lessee, operator or other person having the control, or the right of control of any disabled aircraft on the Airport shall be responsible for the prompt removal and disposal thereof, including any and all parts thereof. This requirement is subject, however, to any requirements or direction by the NTSB, the FAA, or the Airport Manager that such removal or disposal be delayed pending an investigation of an accident/incident. Any owner, lessee, operator or other person having control, or the right of control, of any aircraft does, by use of the Airport, agree and consent, notwithstanding any provision in any agreement, lease, permit or other instrument to the contrary, that the Airport Manager may take any and all necessary action to effect the prompt removal or disposal of disabled aircraft that obstructs any part of the Airport utilized for aircraft operations. Said individuals further agree and consent, through use of the Airport, that any costs incurred by or on behalf of the Airport for any such removal or disposal of any aircraft shall be paid to the City and that any claim for compensation against the City of Los Angeles, the BOAC, and any of their officers, agents or employees, for any and all loss or damage sustained to any such disabled aircraft, or any part thereof, by reason of any such removal or disposal is waived, and that the owner, lessee, operator or other person having control, or the right of control, of said aircraft shall indemnify, hold harmless and defend the City of Los Angeles, the BOAC, and all of their officers, agents and employees, against any and all liability for injury to or the death of any person, or for any damage to any property arising out of such removal or disposal of said aircraft or any part thereof.

4. **Right of Director to Control the Airfield.** The Airport Manager, or his/her designee, shall have the right at any time to close the Airport in its entirety or any portion thereof to air traffic, to delay or restrict any flight or other aircraft operation, to refuse takeoff permission to aircraft, and to deny the use of the Airport or any portion thereof to any specified class of aircraft or to any individual or group, when any such action is considered necessary and desirable to avoid endangering persons or property and to be consistent with the safe and proper operation of the Airport. In the event the Airport Manager determines the condition of the Airport or any part thereof to be unsafe for landings or takeoffs, a Notice to Airmen (NOTAM) shall be issued, or cause to be issued, closing any affected area, or the entire Airport.

5. **Two-way Radio, Brakes, and Class D Requirements.**

- a. The Van Nuys Airport is the primary airport in the Class D Airspace, and is located within the 30 mile LAX Mode C Veil.
- b. Except in cases of emergency, no aircraft may land or takeoff at the Airport unless it is equipped with brakes and a functioning two-way radio having two-way communication with the FAA Air Traffic Control Tower (ATCT) on the Airport while the Class D airspace is in effect. The pilot of each aircraft must have received permission for each such landing or takeoff from the FAA ATCT while the Class D airspace is in effect.
- c. Special VFR operations at VNY must be conducted in compliance with all applicable FAR's.

6. **Starting or Running of Aircraft Engines**

- a. No aircraft engine shall be started or run unless a licensed pilot or certified mechanic is attending the aircraft controls. Wheel blocks or other suitable means of securing the wheels of an aircraft to prevent movement shall always be placed in front of the main landing wheels before starting the engine or engines, unless the aircraft is locked into position by functioning locking brakes. The Airport Manager, or an authorized representative, reserves the right to inspect the certificate or license of any individual attending said aircraft controls to verify compliance with this rule pursuant to FAR 61.3(l).
- b. All aircraft shall be started and run-up in locations, including leased premises, designated for such purposes by the Airport Manager. Run-ups (defined as "the ground testing or revving of an aircraft engine not immediately connected to contemporaneous air operation") of aircraft engines shall not be performed in the passenger ramp, apron, cargo and public parking areas.
- c. Running an aircraft engine is prohibited unless reasonably necessary for the maintenance, testing or repair of such engine, the instruction of mechanics or pilots, the moving or the flight operation of the aircraft, and complies with the Van Nuys Noise Abatement and Curfew Regulation (Los Angeles City Ordinance #155,727 as amended).

- d. The starting or operating of aircraft engines inside any hangar is prohibited.
- e. No aircraft engine exhaust, blast, and/or propeller/rotor wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, structure, or property or jeopardize the safety of the above person, structure or property in any way. If it is impossible to taxi aircraft without compliance with the above, the engine or engines must be shut off and the aircraft towed.
- f. All aircraft with engines capable of producing *more than* 14,750 lbs. of thrust must be pushed back or towed onto the taxiway prior to engine start. If the auxiliary power unit is inoperative, one engine may be started on the leasehold provided adequate trained personnel ensure the safety of persons and property from the resulting jet blast. Approval for any cross bleed engine starts must be approved by Airport Operations (818) 442-6506.
- g. Aircraft engines shall not be operated during refueling or defueling operations. Aircraft engines shall not be operated during a fuel spill unless otherwise approved by the Los Angeles Fire Department.

7. Run-Up of Aircraft Engines.

- a. Aircraft operators must obtain approval from Airport Operations, (818) 442-6506, prior to any engine run-ups outside the areas designated for this purpose by the Airport Manager. Additionally, aircraft operators are required to conduct all maintenance run-ups in compliance with and as defined by the Van Nuys Airport Noise Abatement and Curfew Regulation (Los Angeles City Ordinance #155,727 as amended). The only designated area for the aforementioned activity is at the blast fence located north of TaxiwayC and Taxiway A.
- b. The run-up of aircraft engines for maintenance or test purposes is prohibited between the hours of 1900LCL and 0700LCL. Any Operator who violates this regulation will be subject to the fines and other enforcement actions authorized in Section 7 “Enforcement and Penalties” of the Van Nuys Airport Noise Abatement and Curfew Regulation (Los Angeles City Ordinance #155,727, as amended).
- c. Certain types of maintenance activity (ie, leak checks) that can be accomplished at idle power only and in less than 3 minutes duration, may be performed on the leasehold provided prior permission is received from Airport Operations (818) 442-6506. Any Operator who violates this regulation will be subject to the fines and other enforcement actions authorized in Section 7 “Enforcement and Penalties” of the Van Nuys Airport Noise Abatement and Curfew Regulation (Los Angeles City Ordinance #155,727, as amended). Approved engine run-ups at any location other than the designated area, by which any service road is exposed to any jet blast/prop wash, require company personnel to stop ground traffic along the affected service road until such run-up is complete.

- c. All propeller aircraft preflight run-ups shall only be conducted on a taxiway while holding short of the runway prior to take-off and in a position that minimizes propeller wash directed at the service road.
- d. Engine run-ups are to be conducted for the minimum duration necessary to accomplish the necessary maintenance or preflight check.

8. Taxiing or Moving Aircraft on the Airport

- a. No person shall taxi any aircraft on the airport who is not a pilot or mechanic licensed by the Federal Aviation Administration or other agency ?.
- b. No person shall tow aircraft on the movement areas of the Airport who is not licensed to do so via LAWA's Motor Vehicle Operating Permit program (MVOP), unless under escort from Airport Operations (818) 442-6506.
- c. All aircraft tow operations that require crossing a runway **must** be escorted by Airport Operations (818) 442-6506 (regardless of whether the runway is active or the class D airspace is in effect).
- d. Whenever any aircraft is being taxied, towed, or otherwise moved on the movement areas of the Airport, excluding leased areas, during the hours that the Van Nuys Class D airspace is in effect, the individual attending the controls of the aircraft, tug or vehicle shall monitor the designated FAA ATCT frequency. In the event of radio equipment failure, the FAA ATCT may utilize an Aldis Lamp (light gun) for communication, or dispatch a LAWA Airport Operations representative to provide an escort.
- e. Aircraft shall not be taxied, towed, or otherwise moved on any part of the movement areas of the Airport, excluding leased areas, during the hours that the Van Nuys Class D airspace is in effect, until specifically cleared to do so by the FAA ATCT.
- f. Whenever an aircraft is being taxied, towed or otherwise moved on the movement areas of the Airport, excluding leased areas, during the hours the Van Nuys Airport Class D Airspace is **not** in effect, the individual attending the controls of the aircraft, tug or vehicle shall announce their position and intentions on the Common Traffic Advisory Frequency (CTAF), currently 119.30MHz, as prescribed in Section 4-1-9 of the Aeronautical Information Manual (AIM).
- g. No aircraft shall be taxied, towed, or otherwise moved on any non-operations area of the Airport, unless specifically cleared to do so by the FAA ATCT **and** directed by Airport Operations (818) 442-6506.

- h.** All personnel taxiing or moving aircraft on movement areas shall be thoroughly familiar with the locations of all taxiways and runways. It shall be the tenant's responsibility to insure that all personnel have been trained and given an orientation program of all aircraft movement areas. MVOP ? See Drawing No. 1.
 - i.** No aircraft shall be taxied, towed, or otherwise moved on the Airport in a careless or negligent manner, in disregard of the rights and safety of others, without due caution, or at a speed or in a manner which endangers persons or property.
 - j.** No aircraft shall be taxied, towed or otherwise moved on any Airport surface except upon designated taxiways, ramps and aprons. No aircraft shall be taxied, towed or otherwise moved without first ascertaining by visual inspection that it is safe to proceed without danger of collision with persons or property is this when the tower is closed.
 - k.** No aircraft shall be moved or towed on the Airport except by a vehicle of a type specifically designed, recommended or approved for such purpose.
- 9. Power-Back Operations.** Power-back operations are permitted upon written request to and approval by the Airport Manager. Operators must assure applicable safety precautions are followed how about not allowing it?.
- 10. Parking Responsibility.**
- a.** Aircraft shall not be parked on unleased areas of the Airport, except in areas and in the manner designated by the Airport Manager or an authorized representative. The Airport directly controls parking at unleased city parking areas. Should parking on unleased city property be required, prior permission must be obtained by contacting Airport Operations at (818) 442-6506.
 - b.** No person shall maneuver, park or leave an aircraft standing on a ramp or apron area in such a way that any portion of said aircraft protrudes beyond the ramp or apron limit lines, unless previously authorized by Airport Operations at (818) 442-6506.
 - c.** When instructed by the Airport Manager, or an authorized representative, the operator of any aircraft parked or stored at the Airport shall move said aircraft from the place where it is parked or stored. If the operator refuses to comply with such directions, the Airport Manager, or an authorized representative, may order such aircraft relocated at the expense of the owner or operator, and without liability for any damage that may result in the course of such moving.
- 11. Taxiing Into or Out of Hangars.** No aircraft shall be taxied into or out of a hangar under its own power.
- 12. Aircraft Lighting during Low Visibility Periods**

- a. All aircraft being taxied, towed or otherwise moved on the Air Operations Areas (AOA), excluding leased areas, during the hours between sunset and sunrise and during periods of low visibility shall proceed with position lights illuminated unless escorted by Airport Operations (818) 442-6506.

13. Aircraft Repairs/Maintenance

- a. All maintenance of aircraft or engines shall be conducted on designated leaseholds or in areas otherwise designated for this purpose.
- b. No aircraft engine shall be run-up for test purposes at any location on the Airport other than the designated areas described in Section 7(a) of this manual unless prior approval is obtained from Airport Operations (818) 442.6506. Any Owner/Operator who violates this regulation will be subject to the fines and other enforcement actions authorized in Section 7 “Enforcement and Penalties” of the Van Nuys Airport Noise Abatement and Curfew Regulation (Los Angeles City Ordinance #155,727).
- c. All operational testing of Emergency Locator Transmitters (ELT’s) shall be conducted in accordance with the Aeronautical Information Manual (AIM) Section 6-2-5(3b). Should it be necessary to conduct a test of an ELT at any time other than within the first 5 minutes after any hour, prior permission from Airport Operations must be received by calling (818) 442-6506.

14. Washing of Aircraft. Wet washing of aircraft is prohibited at the Airport, except at designated washing areas that contain a currently permitted clarifier or oil/water separator to collect any resulting runoff. Dry washing and polishing of aircraft is permitted provided the ramp remains clean and free of debris from this operation.

Note: All non-storm water discharge to the storm drains is forbidden. All wet-washing must be conducted in accordance with the best management practices (BMP’s) of the Storm Water Pollution Prevention Plan. For additional information, please contact the Environment and Land Use Planning Division at (424) 646-7500.

15. Use of Unsafe Areas. No aircraft shall use any part of the airfield, apron, ramp, taxiway, runway or other areas considered temporarily unsafe for landing, takeoff or use in any other way. The boundaries of such areas will be marked with barricades by day, and red lights and / or delineators at night and low visibility periods and an appropriate Notice to Airmen (NOTAM) may be issued if applicable.

16. Markings, Signs and Signals. The pilot or other person engaged in the operation of any aircraft must, at all times, comply with any lawful order, signal, or instructions of the Airport Manager, or an authorized representative, except when subject to the direction or control of the FAA ATCT or other federal agency for ground movement purposes.

17. Passenger Enplaning and Deplaning.

- a. All aircraft shall be loaded or unloaded and passengers enplaned or deplaned in designated ramp or apron areas, unless prior authorization has been granted by the Airport Manager or an authorized representative.
- b. Pedestrian traffic is prohibited from entering or crossing any movement area of the Airport at any time unless approved and escorted by Airport Operations staff with ATCT approval.
- c. FBO's are responsible for all persons on their leasehold and shall station personnel to assist and direct passengers during enplaning and deplaning.
- d. There shall be no enplaning or deplaning of passengers on the ramp when aircraft engines are operating.

18. Helicopter Operations

- a. Rotary wing aircraft arriving and departing the Airport shall operate under the direction of the FAA ATCT at all times while the Class D airspace is in effect and while within the limits of said airspace. No helicopter may land or takeoff from the Airport while the Van Nuys Class D airspace is in effect unless it is equipped with a functioning VHF radio and establishes and maintains two-way radio communications with the FAAATCT.
- b. Rotary wing aircraft arriving and departing the Airport during the hours the Van Nuys Airport Class D Airspace is *not* in effect, shall announce their position and intentions on the Common Traffic Advisory Frequency (CTAF), currently 119.30MHz, as prescribed in Section 4-1-9 of the Aeronautical Information Manual (AIM).
- c. Unless safety, ATCT or FAR's dictate otherwise, All rotary wing aircraft shall strictly follow the designated helicopter arrival and departure routes while within the Van Nuys Class D/E airspace.
- d. Repetitive Operations, pattern work and helicopter flight training of any kind are not permitted within the airport traffic area or on the airport without prior written permission from the Airport Manager or the Superintendent of Operations.
- e. Helicopters shall have braking devices and/or rotor-mooring tie-downs applied to the rotor blades when parked.
- f. No helicopter shall be left running unless a licensed helicopter pilot or a certificated mechanic is at the controls.
- g. Refueling or defueling of helicopters while the aircraft engine(s) are running and/or rotors are turning is prohibited.

19. Air Traffic Rules

- a. No motorless aircraft shall land or takeoff from the Airport.
- b. No ultralight aircraft shall land or takeoff from the Airport.
- d. Formation arrivals and departures are prohibited at the Airport without prior approval from the Airport Manager via Airport Operations (818) 442-6506.
- e. Jet-assisted or any other type of assisted takeoffs shall not be made at the Airport without first obtaining permission of the Airport Manager and notifying the FAA ATCT in advance.
- f. No person shall arrive or depart from any runway during the time that said runway is closed or unavailable for use to operations by order of the Airport Manager or their authorized representative, except in cases of emergency.
- g. No person shall land or takeoff or attempt to land or takeoff any aircraft from any runway, which is at the time being used by another aircraft, except in cases of emergency, and as directed by the FAAATCT.
- h. Taxiways shall not be used for the takeoffs and landings of fixed wing aircraft without the prior approval of the Airport Manager .
- i. Aircraft landing at the Airport shall make the landing runway or touchdown area available to others by exiting as promptly as possible.
- j. No aircraft having an actual gross weight (including passenger, cargo, fuel, equipment, etc.) in excess of maximum gross weight for which such aircraft was certificated, shall land, takeoff, or taxi at the Airport without permission of the Airport Manager.

20. Intersection Departures. Intersection departures by turbojet or fan-jet powered aircraft are prohibited at all times without prior authorization from the Superintendent of Operations (818) 442-6506. Intersection departures for all other aircraft will be used at the discretion of the FAA ATCT controllers only when it improves the overall efficiency of aircraft traffic flow. Intersection departures are prohibited south of Twy K at all times when departing to the South. Intersection departures are prohibited north of Twy G at all times when departing to the North.

21. Formation Departures/Arrivals. All aircraft must arrive and depart VNY as an individual aircraft operation. Formation arrivals and departures are prohibited at all times without prior authorization from the Airport Manager or the Superintendent of Operations (818) 442-6506.

22. Drag Chutes. Aircraft drag chutes are prohibited unless absolutely necessary for the safe operation of the aircraft. Notification to Airport Operations is required at least 24 hours in

advance of arrival of any aircraft that must deploy a drag chute, (818) 442-6506. In the event a drag chute is deployed, said drag chute shall not be released until safely clear of all movement areas runways ? and only once appropriate ground personnel are positioned to retrieve the drag chute.

23. **Intoxicants and Drugs.** As provided under FAR Part 91.11 and California State Law, no pilot or other member of the flight crew of an aircraft in operation on the Airport, or any person attending or assisting in any aircraft operation on the airport, shall be under the influence of intoxicating liquor or drugs, nor shall any person under the influence of intoxicating liquor or drugs be permitted to board any aircraft, except a medical patient under care. The Airport Manager, at his/her sole discretion, may deny use of the Airport to any person violating this section.
24. **Operating/Landing Fees.** There are currently no provisions in place authorizing the City of Los Angeles to charge operating/landing fees associated with an aircraft use of VNY.
25. **Compliance.** The Airport Manager shall have authority to deny the use of the Airport to any aircraft or pilot violating LAWA or FAA Regulations, whether at such Airport or elsewhere.