

First Name	Last Name	Item	Comment	CAC Meeting Date	Submitted
Tom	Materna	IV. OLD BUSINESS	<p>III. NEW BUSINESS B. FAA response to SFV Airplane Noise Task Force regarding PPRRY – Discussion/Action</p> <p>Why is this Item from the agenda that is the community's huge issue for 2 years the only item not listed on this form to comment on. Please fix it.</p> <p>Its just so unimaginable that the form is constructed that you cant make a submission unless you pick a item from the agenda but the most important community item is not there to select.</p>	10/6/2020	10/03/20 8:46 AM
Robert	Galishoff	I.D. VNY Noise Management	<p>Over the last few years I have found the increasing air traffic over my home in Encino to be more than a nuisance and quite disruptive to our family in regards to sleep and quality of life. I hope we can find a fair and reasonable balance to mitigate/lessen the current air traffic patterns over this area. Thank you-Robert</p>	10/6/2020	10/05/20 11:17 AM
John	M	III.B. FAA response to SFV Airplane Noise Task	<p>PPRRY is a complete nightmare and we should insist FAA goes back to FATKO until they can come up with a better solution. Look at the complaints since PRRY was implemented. It's a no brainer!</p>	10/6/2020	10/05/20 4:37 PM
Joe	C	III.B. FAA response to SFV Airplane Noise Task	<p>Do whatever you can to get FAA to get rid of PPRRY, which has been an unmitigated disaster. Do whatever you can to explore alternatives similar to conventional procedures and seek to revert in the meantime.</p>	10/6/2020	10/05/20 8:02 PM
Jay	Thom	III.B. FAA response to SFV Airplane Noise Task	<p>My ask is that the CAC endorse the recent letter to the community from Council Members Ryu and Koretz that describes the FAA's response to the Noise Task Force as "outrageous in its dismissiveness." Their planned call to action of 1) having LAWA reengage the FAA on the PPRRY issue via the FAA's IFP portal on and 2) explore possible legal action via the City Attorney regarding how the FAA has rolled-out NextGen at VNY is spot on and widely supported across the community.</p>	10/6/2020	10/06/20 11:30 AM
Ed / Elaine	Burnham / Newman	V. PUBLIC COMMENT PERIOD	<p>At the last Citizens Advisory Council meeting on September 15th, during the public comments period, we each commented separately regarding the elimination of public comments made during meetings. We made the point that it wasn't always that way — in the past, public comments were briefly summarized as to the content. But over the last few years, the actual content of public contents has been expunged from the record, leaving only the names of the citizen-speakers — nothing else. Further, we each requested of the Council that the substance of the very comments we were making that night during that meeting (Sept 15th) be summarized in the minutes of that meeting. But once again, the September 15th minutes only lists the name of public speakers, without the remarks. We find this most disturbing. As we understand it, there is no rule to keep the substance of public comments out of the record. Does the Council not want the public to know the concerns of their fellow citizens? This is simply not acceptable for a CITIZENS Advisory Council which is supposed to function on behalf of the public good. We ask the CAC to rectify this situation.</p> <p>Ed Burnham & Elaine Newman</p>	10/6/2020	10/06/20 11:44 AM

Susan	Ashley	V. PUBLIC COMMENT PERIOD	<p>I don't understand why the residents comments are not being posted on this website. If operations are going so smoothly at Van Nuys and the communities aren't being impacted, then why not post the comments!</p> <p>Flora mentioned there was a decrease in operations at the airport and the quiet nights program was a huge success at the last meeting when we all know that is not true. On Sept. 23rd between 6 am and 7am there were 11 private jets and one helicopter out of Van Nuys airport. That's 11 planes in less than an hour, destroying our community and denying all the residents much needed sleep to stay healthy during COVID.</p> <p>There was also a terribly tragic plane crash out of Van Nuys the Friday before the last meeting. It was not even mentioned. all the news stations said it we were so lucky the plane crash that killed two people on board had crashed in an industrial area rather than a populated area mitigating further loss of life and damage as the plane burst into flames.</p> <p>Had that plane been two more minutes into flight it would have crashed into the high fire hazard in the Sherman Oaks, densely populated neighborhood.</p> <p>This CAC is a sham!</p>	10/6/2020	10/06/20 12:00 PM
Bob	Bramen	III.B. FAA response to SFV Airplane Noise Task	<p>Advocates for Viable Airport Solutions requests the following actions be taken by the CAC:</p> <ol style="list-style-type: none"> 1. Endorse Councilmember Ryu and Koretz comments and actions outlined in their 9/22/20 letter to the community in response to the FAA's rejection of the the Task Force proposals. 2. Adopt a motion requesting LAWA submit via FAA's IFP Gateway near term, immediate alternatives to PPRRY. 3. That one of the near term solutions submitted to FAA be the return to interim procedures used between FATKO and PPRRY. 	10/6/2020	10/06/20 12:28 PM
Cynthia	Galsor	III.B. FAA response to SFV Airplane Noise Task	<p>As a resident of Sherman Oaks, I support the CAC endorsing Councilmembers Koretz and Ryu's comments and actions as outlined in their September 22, 2020 letter to the community and request the CAC adopt a motion to request that LAWA submit via the FAA's IFP Gateway an amended request to evaluate alternatives to PPRRY. Thank you.</p>	10/6/2020	10/06/20 3:33 PM
Linda	Clarke	III.B. FAA response to SFV Airplane Noise Task	<p>I'm a resident of Sherman Oaks who has been, and continues to be severely impacted by departure flight changes at VNY-- an unprecedented dramatic southerly shift into the Santa Monica Mountains with immediate adverse conditions imposed by frequent, very low flying, loud aircraft day and night into rising noise amplifying, high fire risk terrain.</p> <p>Evidence of this adverse impact to multiple communities is well demonstrated by the massive increase in complaints to elected representatives and the airport since the sudden shift in 2018 from 2.2 DME (where aircraft historically turned near the unpopulated Sepulveda Basin) to the PPRRY waypoint further south created by the FAA. This change was not in the original Metroplex, never subject to public notice, comment or environmental review.</p> <p>A "Potential VNY (PPRRY) Replacement SIDS" solution put forth by the FAA in August 2019 was opposed by the communities because the procedures would be much further south than 2.2 DME and require aircraft to fly over waypoints in the foothills and Santa Monica Mountains. It's important to note that the 2.2 DME waypoint was still in use after flight path changes further south into the Santa Monica Mountains were instituted at Burbank Airport beginning 2016. So, no need for change which has upended so many communities.</p> <p>Please request that LAWA work with the FAA to move the departure waypoint back to, or in the immediate vicinity of the historic 2.2 DME waypoint... used for decades without adverse impact to thousands of affected residents in Encino, Sherman Oaks, and Studio City.</p>	10/6/2020	10/06/20 5:34 PM

Peter	Basinski	III.B. FAA response to SFV Airplane Noise Task	<p>Good Evening, I am Peter Basinski, a 15-year resident of Sherman Oaks and Studio City. I'd like to start by endorsing Councilmembers Paul Koretz and David Ryu's comments and actions as outlined in their September 22, 2020 letter to the community regarding aircraft noise, and second, I request the CAC adopt a motion to request that LAWA submit via the FAA's IFP Gateway, an amended request to evaluate alternatives to the PPRRY waypoint.</p> <p>On the second matter, LAWA has the authority to make this request to the FAA so let's stop stalling and get this done. It's time for this board to stop acting in only the business interests of Van Nuys Airport and start responding to the interests of the community.</p> <p>Last month's meeting was nothing but a pep rally for the airport and it's business interests, notwithstanding the cosmetic upgrades that removed some of the long-standing eyesores on its property. Just days before last month's meeting there was a fatal crash of a single engine prop plane only a few miles from the airport.</p> <p>No mention of this deadly crash was made at the meeting. While the airport operators were not responsible for that crash, it was a significant event for the neighborhoods surrounding this facility. If that plane stayed aloft for 3 or 4 more minutes, it likely would have crashed into one of those residential neighborhoods.</p> <p>The outcome no doubt would have been even more tragic.</p> <p>For that reason and the fact that light plane crashes like that one are not uncommon, we need this airport to be much more involved in helping the citizens represented by this committee effect the flight path changes we have been lobbying for for the past 2 plus years.</p>	10/6/2020	10/06/20 6:44 PM
SAVE OUR SKIES	LA	III.B. FAA response to SFV Airplane Noise Task	<p>We appreciate LAWA's finally listening and taking action on behalf of community. The ASK is for FAA to REMOVE the informally implemented PPRRY waypoint and return to dispersed, rapid & steep ascent flight patterns that don't hurt residents with harmful air pollution and assaultive, relentless noise. No more virtual runways into and out of Van Nuys Airport. These low and slow virtual runways were never put through any sort of environmental analysis prior to implementation. They are, therefore, ILLEGAL, and should be scrapped immediately.</p>	10/6/2020	10/06/20 7:01 PM
SAVE OUR SKIES	LA	III.B. FAA response to SFV Airplane Noise Task	<p>HARYS, WLKKR, ROSCO have created not only a serious noise pollution but a serious air pollution problem because of they have created low virtual runways. We have a documented study from UCLA Env Sciences professor Yifang Zhu that shows that the planes are dumping plane soot in the Santa Monica Mountains.</p>	10/6/2020	10/06/20 8:19 PM
Roslyn	Dahl	III.B. FAA response to SFV Airplane Noise Task	<p>I request that the CAC support the request for LAWA to eliminate the informally implemented PPRRY waypoint and return to the dispersed, rapid & steep ascent flight patterns with hairpin departure turns and discontinue the systematic, high density southerly low altitude flights over the Santa Monica Mountains, including the City of LA Ordinance 167,943 protected Mulholland Scenic Pathway Plan & Corridor. This was a SFV Task Force agreed measure which thousands of residents have supported, along with Govt. representatives of Congress, the City, Task Force participants from the Airports and local community groups. Thank you for your support.</p>	10/6/2020	10/06/20 8:30 PM
SAVE OUR SKIES	LA	III.B. FAA response to SFV Airplane Noise Task	<p>SAVE OUR SKIES LA cautions and requests VNY CAC to make sure that LAWA is fully transparent in what it presents to the FAA. There should be a real back and forth between LAWA and the community regarding its communications with the FAA and the FAA's communications with LAWA, particularly with respect to these so-called "notional procedures."</p>	10/6/2020	10/06/20 9:41 PM