

First Name	Last Name	Item	Comment	Meeting Date	Submitted
sue	steinberg	III. PUBLIC COMMENT PERIOD	Glad to see that the CAC - who is there to represent the CITIZENS - is finally addressing the lead exposure and lead fuels being used at VNY. Living adjacent to the airport we are assaulted daily by the fumes from the jets during take offs and landings - and during maintenance - especially along Hayvenhurst where so many of the private/charter jets are now housed. It is long overdue to have AQMD and/or the EPA do a study about the air quality in the neighborhoods surrounding VNY.	3/1/2022	02/28/22 8:37 PM
Suzanne	Gutierrez-Hedges	III. PUBLIC COMMENT PERIOD	I am writing in regards to the Van Nuys Airport expansion. I live less than 750 feet from VNY (Hayvenhurst side). Over the past three years, the amount of jet fumes blown in to my neighborhood is extremely toxic and making me and my family sick. I along with my two kids (ages 16 and 7) and my husband are dealing with headaches, sinus issues and brain fog. Without fail, when I am outside, you can smell these jet fumes. Our neighborhood even raised enough money to purchase a Purple meter. Unfortunately, it doesn't register VOC's and that is what is emitted from VNY jets. Those VOCs are toxic. I continue to make online odor complaints with AQMD. They say FAA is in charge of the airplanes. FAA said they are only in charge when the airplanes are flying. So, who is in charge? Something needs to change. Our neighborhood is getting sick from this exposure and nothing is changing. Worse yet, there are planes that do maintenance and rev their engines spewing their toxic fumes right next to our neighborhood. It is like a mini-LAX with these giant jets taking off. AQMD NEEDS TO GET AN AIR QUALITY STUDY DONE FOR OUR NEIGHBORHOOD. The last completed one was done in 2005. And this is NOT the same airport from back then. This is NOT the airport I have been living next to since 2003.	3/1/2022	02/28/22 10:19 PM
Penny	Alpert	III. PUBLIC COMMENT PERIOD	Isn't it past time that lead fuel be banned at VNY like at the Santa Clara Airport and others across the nation? How can VNY be the 7th worst lead emitter in the nation? Unconscionable. Hoping there's another fuel option for the prop folks though because I'd sure hate to see them booted, only to have more jets replace them with their benzine emissions and window rattling in our homes. PLEASE — it's time to get a QUALITY air-quality study at VNY! Protect our neighborhood residents and our school children in classrooms and on the playground being pummeled with emissions and new noise due to the increase in the jets, now that school's back in physical session. Where is the Master Plan for VNY? There has been explosive growth at this airport over the past three years. How much more air traffic noise and pollution are our neighborhoods and families expected to tolerate? When will we ever be able to read a book or entertain friends in our backyards again? Ask LAWA to push the FAA to move a lot faster on the proposed Southern departure flight path changes. WHAT IS THE LATEST TIME-FRAME? Ask LAWA and LA City to support a new head of the FAA who will show concern for Americans on the ground who are physically and emotionally taxed by NextGen DAILY, HOURLY, and often by the MINUTE! (I.e. this weekends SAG Awards and the recent Superbowl). It's unsustainable. Increase the Quiet Noise Program (QNP) hours on weekends and holidays. And FINALLY, what is with the steady stream of southern-arriving jets — even on days without a wind shift? Praying this isn't the new normal as they are so intrusively low it often seems they won't clear the 101 on their way to the landing strip. In fact, they are SO low when they are banking over me that I can see into the cockpits, and have totally lost any privacy. Skinny-dipping is a thing of the past, and even taking a bath at night has become treacherous as jets fly in from the south so low right over the skylights in my bathroom— it's unnerving! Such an utter invasion of privacy, and for what? So that pockets can be lined and charter jets can make money at a GA airport? I know you say the money goes back into the community. Which community? How? Please present a truthful, updated version to the CAC for us to evaluate. Appreciatively, Penny	3/1/2022	03/01/22 8:34 AM
Chloe	Burnett	III. PUBLIC COMMENT PERIOD	Communities support BOAC compelling, if not mandating, LAWA to cooperate with Roundtable and Task Force procedural modification requests. LAWA should not interfere and should remain neutral considering these requests have nothing to do with airport operations, and are outside of LAWA's purview. Thank you.	3/1/2022	03/01/22 9:00 AM
Candy	Najera	IV.A. Alternative Aviation Fuel/Air Quality, Information Session - LAWA Environmental Programs Group	I have lived directly on the west side of VNY since 2017, and during this time my family and I have been exposed to very strong jet fume exhaust. We have a nearly 3 year old toddler who already knows that he needs to run indoors when he hears a nearby idling or revving jet aircraft. It is depressing to not be able to keep our windows open or enjoy our outdoor spaces freely because of the constant influx of jet fumes in to our neighborhood. We are also very concerned about the reportedly high levels of lead around us due to the continued use of leaded AV gas. As much as we enjoy watching the propeller planes fly above, my neighbors and I know that they are most likely the distributors of our local elevated lead levels - an element that is very well studied as having negative impacts in the cognitive development of young children. There are many young families in our neighborhood being impacted by this fluctuating poor air quality, we are asking that a proper air quality study be performed and that steps to remove and stop the sale of leaded fuel at VNY be expedited as the health of our children cannot be placed on hold. Thank you.	3/1/2022	03/01/22 11:12 AM

T.Romo	Woodland Hills	III. PUBLIC COMMENT PERIOD	<p>First, RE: IV.A. - the FAA has been squawking about "getting the lead out" for 30 years, with no notable changes what-so-ever. This "Alternative Aviation Fuel" conversation is nothing new only this time, it seems more strategically planned than a genuine conversation considering the recent uproar and disclosure of communities having lost their patience with the influx of toxic output from VNY. Some residents now describe VNY as having a Meth Lab for a neighbor.</p> <p>(2) CAC "leadership" no longer represents the citizens, instead refusing to honor citizen concerns and requests as such, comments are made for point of record. A perfect lead-in as to why CAC is no substitute for a SFV Community Working Ad-Hoc, which should be added to LAWA's budget out of consideration of equal treatment for Valley residents to address the BUR/VNY airspace. Stop all the double-standards discriminating against the Valley. And speaking of double standards...</p> <p>(3) LAWA recently demonstrated action that created another double-standard. One that was both unnecessary and unwarranted considering air traffic routes are outside their purview, as such, they should be mandated to remain neutral as a City custodian, and not discriminate in their cooperation with the consensus of Roundtable and Task Force procedural modification requests. Where reasonable and feasible, the City is obligated to deter and reduce detriment stemming from its airports and that otherwise adversely impacts or denies citizens their civil liberties - IE: use and enjoyment of their property, civil rights - IE: Pursuit of Happiness, as well as human dignity rights. As such, LAWA should be compelled to honor the consensus of the community and elected officials when it comes to community requests, which lie in the FAA's purview for consideration of modification options. Unilateral action by LAWA that interferes with this fair consideration and process is bias, unethical and causes harm to the residents of this city.</p>	3/1/2022	03/01/22 11:22 AM
Ela	Summer	III. PUBLIC COMMENT PERIOD	<p>I live in Topanga, nestled in our coveted Santa Monica Mountains. Last year it become evident that the public should boldly question the stewardship of, and land use choices in respect to VNY. What should be a community benefiting general aviation airport has been, irresponsibly, turned into an international commercial airport that is - literally - killing residents, wildlife and our ecosystems with both the influx of toxic emissions and the detrimental noise disturbances that is decimating our home life and the vital natural spaces. NO economic benefit can justify the decimation of quality of life and the health and well-being of citizens and wildlife. Los Angeles' airspace has simply become too congested to remain at status quo. The "rights" of the privileged hobbyist pilots, and the over-privileged 1% of society, that can not be bothered to fly first class, is violating the rights of the masses and destroying our local environment. Until our federal government acts responsibly with legislation, our local government needs to STOP the bleed. STOP discriminating against Valley residents and afford us a SFV Community Working Group to address these astronomical issues. Scale VNY operations back to reflect a sustainable balance with the population, both human and wild. LAWA is the custodian of our airports, whether VNY or LAX, LAWA needs to stop the double-standards and cease from interfering in route modification requests that are aimed to restore historical routes. Both humans and wildlife had decades to adapt and/or relocate away from historical flight paths if that was their will. On behalf of wildlife habitats, and in respect to human dignity rights, civil liberties and civil rights, historical flight tracks should be honored as best feasible and new air traffic routes should be restricted, if not prohibited in SoCal airspace. The rhetoric over a "demand" for increased air traffic is not substantiated nor a societal "necessity. California screams loudly about climate change, then don't be a hypocrite. We do NOT need to accommodate an indulgence of the public whether in the form of excessive private travel, or overnight parcel deliveries. We should be reducing our carbon footprint in SoCal, not increasing it and choking out all life.</p>	3/1/2022	3/1/2022 16:44