

**Van Nuys Airport  
Quieter Nights Program  
Statistical Update and Summary  
Q1 2022**

June 2022

# Quieter Nights Background

- LAWA implemented the VNY Quieter Nights Program (QNP) in March 2020 to provide relief to residents affected by the change in flight paths due to the FAA's SoCal Metroplex Project.
- Voluntary program intended to reduce nighttime jet operations.
- Encourages *jet* aircraft operators to avoid arrivals and departures at VNY between 11 p.m. and 7 a.m. whenever possible, unless the aircraft are involved in military, law enforcement, emergency, fire or air ambulance/life flight operations.
- Because QNP is voluntary there are no “violations” or enforcement mechanisms.
- LAWA's role is to continue to spread awareness and importance of QNP and encourage participation.



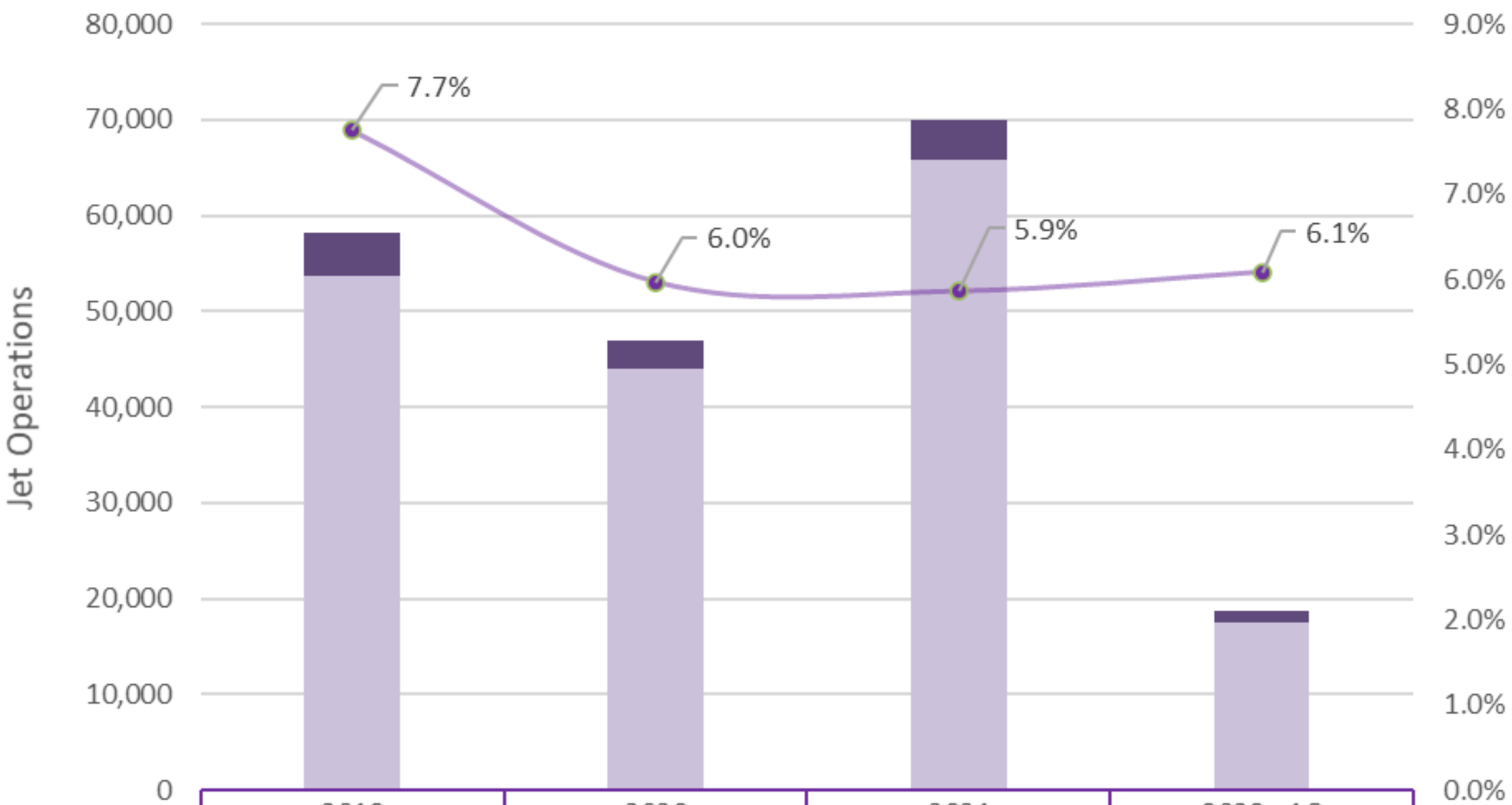
# Quieter Nights Program Milestones

- Launched in March 2020
- Dedicated Quieter Nights Program web page (March 2020) (<https://www.iflyvny.com/vnyquieter nights>)
- VNY airfield signage for pilots (July 2020)
- Program flyers and posters distributed to VNY and itinerant jet operators (August 2020)
- Included in FAA Airport Master Record and Whispertrack (Nov 2020)
- Tenant, operator and industry outreach; digital ad campaign on aircharterguide.com (ongoing)
- Action plans received from nine tenants/operators: Clay Lacy Aviation, Signature Flight Support, Western Jet Aviation, Jet Aviation, Aeroplex/Aerolease Group, Castle & Cooke Aviation, Gulfstream Aerospace, Paramount Pictures and Sun Air Jets
- ***Quieter Nights Program incorporated into VNY Friendly Flyer Awards Program starting 2020: new criteria for jet operators to show a reduction in annual nighttime jet operations vs. 2019***



# Lower % of QNP Operations Despite New “Norm”

VNY Quieter Nights Program  
Nighttime vs. Total Jet Operations

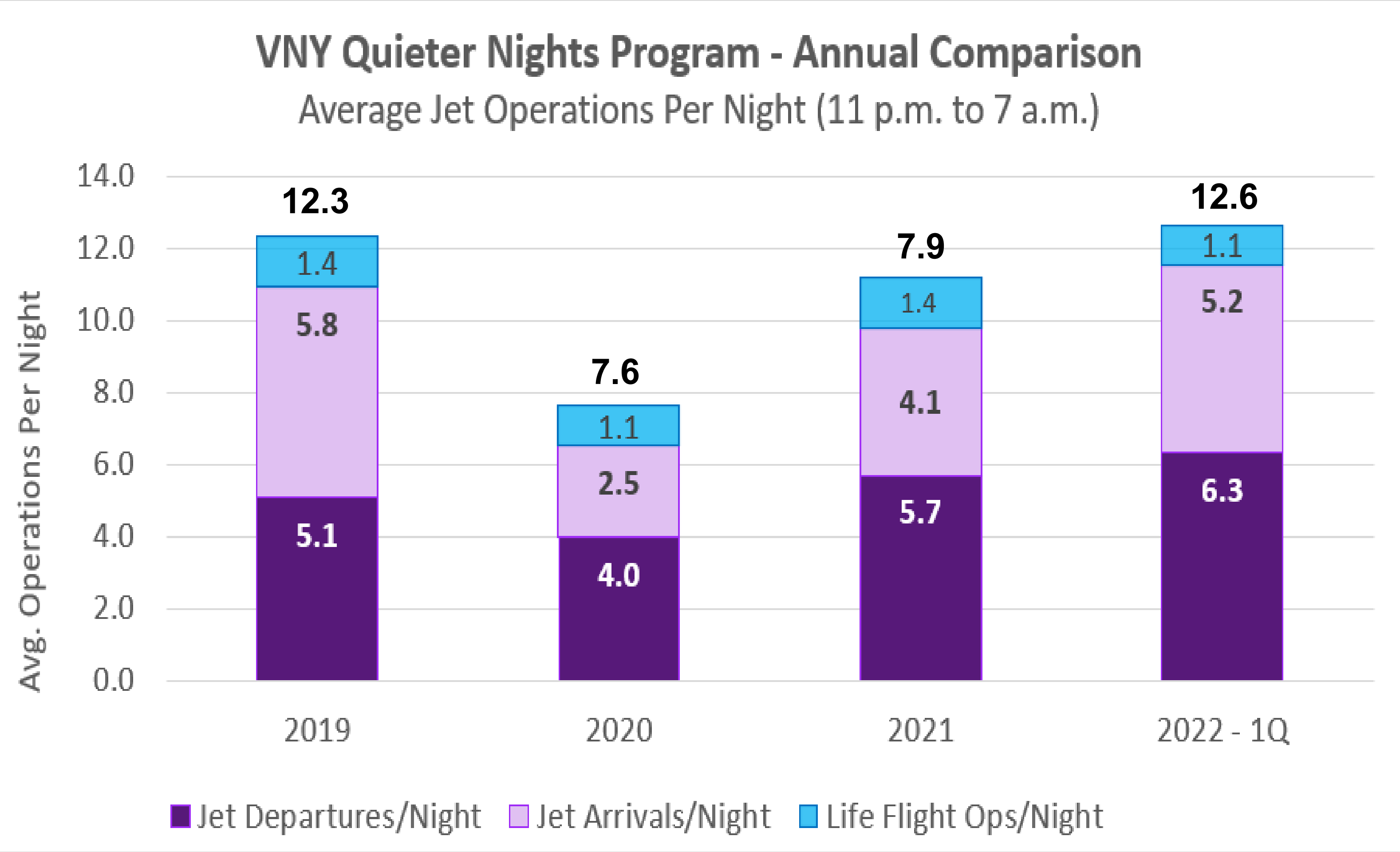


■ Nighttime Jets	4,514	2,797	4,097	1,136
■ Daytime Jets	53,759	44,063	65,810	17,530
● % of Nighttime vs Total Jets	7.7%	6.0%	5.9%	6.1%

- Jet operations at VNY have increased steadily since 2020, exceeding prior years (new "norm")
  - +19.8% in 2021 vs. 2019
  - +20.9% in Q1 2022 vs. Q1 2019
- Similar increases seen at nearly all GA airports across the country (higher demand for chartered business jets)
- Despite new “norm,” nighttime jet operations as a percentage of total jet operations are below 2019 levels despite the overall increased demand for chartered jets:
  - 7.7% in 2019
  - 6.0 % in 2020
  - 5.9% in 2021
  - 6.1% in Q1 2022
- Staff believes this is due to the QNP rollout and continued efforts since 2020 launch



# Statistical Update: 1<sup>st</sup> Quarter 2022 vs. 2019



•With increased total jet operations (new “norm”), average nighttime operations similarly increased in Q1 2022 vs. 2019

12.6 average jet ops per night in Q1 2022  
 12.3 average jet ops per night in 2019

• Nighttime jet operations in Q1 2022 would have averaged 16 per night instead of the current 12.6 if we remained at the 7.7% seen in 2019 versus the current 6.1% of total jet operations. Staff believes this lower percentage is holding due to the QNP.



# QNP Continued Efforts

- Ongoing regular outreach, engagement and promotion of QNP
  - Attended NBAA Schedulers and Dispatchers Conference (SDC) in April 2022 to engage directly with industry on the QNP
    - VNY QNP discussed in training sessions at SDC, including the need to be good neighbors
- Request jet operators reduce the number of flights during the first and last hours (“shoulder” hours) of the QNP period where most operations occur
  - Approximately 46% of all QNP operations occur in the “shoulder” hours
    - 18% - 11 pm to midnight
    - 28% - 6 am to 7 am

