

Van Nuys Airport (VNY) Frequently Asked Questions



What is Van Nuys Airport?

Van Nuys Airport (VNY) is what is known as a general aviation airport, and it supports a wide range of activities. It hosts more than 200 businesses, including four major fixed-base operators (FBOs): Castle & Cooke Aviation, Clay Lacy Aviation, Jet Aviation, and Signature Flight Support. These businesses provide services such as aircraft storage and parking, aviation fuel, aircraft sales, aircraft charter, and aircraft maintenance. Over 20 flight schools at the airport help fill critical employment gaps in the aviation industry, with many offering scholarships to students from the local community.

VNY also supports a range of emergency and first responder services. The Los Angeles County Fire Department operates a fleet of aircraft at the airport for medivac and firefighting purposes. During wildfire season, the County leases Super Scoopers from Quebec, which are stationed at VNY. Our tenants provide airborne and ground emergency medical transportation for vital organ transport programs and medical flights for Children's Hospital Los Angeles. Additionally, many Los Angeles television stations base their news helicopters at VNY.

Who manages and runs VNY?

Los Angeles World Airports (LAWA) is the City of Los Angeles' department that owns and operates Los Angeles International (LAX) and Van Nuys (VNY) general aviation airports. A seven-member Board of Airport Commissioners (BOAC) governs LAWA. LAWA's VNY team oversees all activities on the ground, including general daily operations and security of the airport.

What is the Federal Aviation Administration's (FAA) Role in the Oversight of VNY?

As a general aviation airport, all aviation activities at VNY must adhere to FAA rules and regulations. This is true regardless of whether VNY accepts FAA funds, as VNY has longstanding grant obligations to the FAA. Airport sponsors agree to certain obligations when they accept federal grant funds or federal property transfers for airport purposes, which is the case at VNY. The FAA enforces these obligations through its Airport Compliance Program.

Can LAWA help pay for community beautification or other benefits to the local community?

The use of airport funds is highly regulated by the FAA. Permitted uses of airport funds include capital and operating costs at the airport and promoting the airport. The use of airport funds for non-airport-related expenses/services (as defined by the FAA) is strictly prohibited.

Can LAWA pay for upkeep of the Sherman Way tunnel?

Per the FAA, public streets and local highways may be used by passengers on the way to the airport, but they are not designed or intended for airport access and are not directly and substantially related to air transportation. LAWA specifically asked the FAA if airport funds could be used to maintain the tunnel, and the FAA confirmed that would be a diversion of funds and not allowed. For more information on permitted uses of airport revenue, please see [FAA Order 5190.6B Chapter 15.9 \(i\) \(2\)](#).

Are there any restrictions for aircraft at night?

Yes. VNY is regulated by a [Noise Abatement and Curfew Ordinance](#) which contains a partial curfew that restricts certain, specific aircraft operations, including touch-and-go operations in propeller-powered aircraft between 9 p.m. or 10 p.m. and 7 a.m., depending on the time of year, and jet-powered aircraft with FAA certified takeoff noise levels over 74dBA from departing between the hours of 10 p.m. and 7 a.m. However, helicopters, medical life-flights, military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt.

To reduce noise impacts to the community LAWA created the voluntary [Quieter Nights Program](#), which encourages all jet aircraft operators to avoid flights 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. Additionally, LAWA has worked with jet operators to use quiet departure procedures to minimize noise during takeoff. The [VNY Friendly Flyer Awards Program](#) publicly acknowledges jet aircraft operators who do an exemplary job following all VNY mandatory noise abatement policies and voluntary programs.



What is the Van Nuys Airport Citizens Advisory Council?

The Van Nuys Airport Citizens Advisory Council (CAC) was established in 1985 by the Los Angeles Board of Airport Commissioners at the direction of the Los Angeles City Council. The CAC reviews issues affecting the operation of VNY and provides advice and recommendations to the Board, Mayor's Office, City Council, and other appropriate agencies. The CAC serves as a liaison to the Board, appointing authorities, the general aviation community, and the public — focusing on various aspects of general aviation operations, facilities development, and land utilization at and around the airport. The 20-member Council is comprised of three (3) representatives appointed by BOAC, three (3) representatives appointed by the Mayor of Los Angeles, and two (2) representatives each appointed by Los Angeles City Councilmembers from Districts 2, 3, 4, 5, 6, 7 and 12. The current CAC includes appointees who live in the proximity of VNY, those who have business interests at or around the airport, and individuals with specific interests in aviation and VNY.

How do I provide feedback to the airport?

Public feedback is strongly encouraged and can be provided anytime by phone (818) 442-6500 or online via the general comment form at www.iflyvny.com. The VNY CAC is another great way to share feedback on airport issues. Meetings are held at 7 p.m. on the first Tuesday of the month.

Can you provide more information about VNY's sustainable aviation fuel (SAF) program and the progress towards implementation of unleaded AVGAS at the airport?

VNY is committed to sustainability and prioritizes SAF usage as it emits 80% fewer greenhouse gas emissions than conventional jet fuel. SAF is made up of hydrocarbons from feedstock, waste oils, and other non-fossil-based carbons.

A SAF program has been established at VNY through which FBOs purchase and supply SAF to aircraft operators. While regional availability limits FBOs at VNY from switching over to primarily SAF at this time, the program — which started in February 2019 — has continued. Additionally, VNY has been a leader with adoption of unleaded aviation fuel for piston aircraft. The Swift UL94 product is available for planes that are capable of utilizing it. In July 2022, the BOAC waived delivery fees as an added incentive for pilots to use.

What are some of the other sustainability efforts LAWA has implemented at VNY?

Solar sustainability at VNY began in 2018. Currently, there are 11 business sites with solar projects that contribute energy back into the grid for others to use. These solar projects at VNY collectively produce 12,714 metric tons of Carbon Dioxide emissions annually (as of April 2022). VNY also hosts a total of 29,889 solar panels, producing 11.96 megawatts of power.

VNY has also implemented a robust stormwater management system designed to control water runoff, eliminate pollution, and improve the local aquifer supply. Since 2016, VNY's projects have successfully mitigated stormwater runoff on 53 acres of airport leasehold land, infiltrated 1.2 million gallons of water back into the soil, and treated more than 300,000 gallons of water.

What economic and educational impacts does VNY have on the local community?

VNY is not just a critical hub for aviation — it contributes more than \$2 billion annually to the Southern California economy and supports over 10,000 jobs. Many of the jobs with airport tenants are well-paying and have a low barrier to entry. The Los Angeles Unified School District's Adult School division operates the North Valley Occupational Center aviation school at the airport, which provides a unique educational opportunity that offers practical pathways for students interested in aircraft maintenance technician careers, with salaries starting at approximately \$37.00 an hour and requires no college degree.

