

Van Nuys Airport

SoCal Metroplex Post-Implementation Update

Presented to:

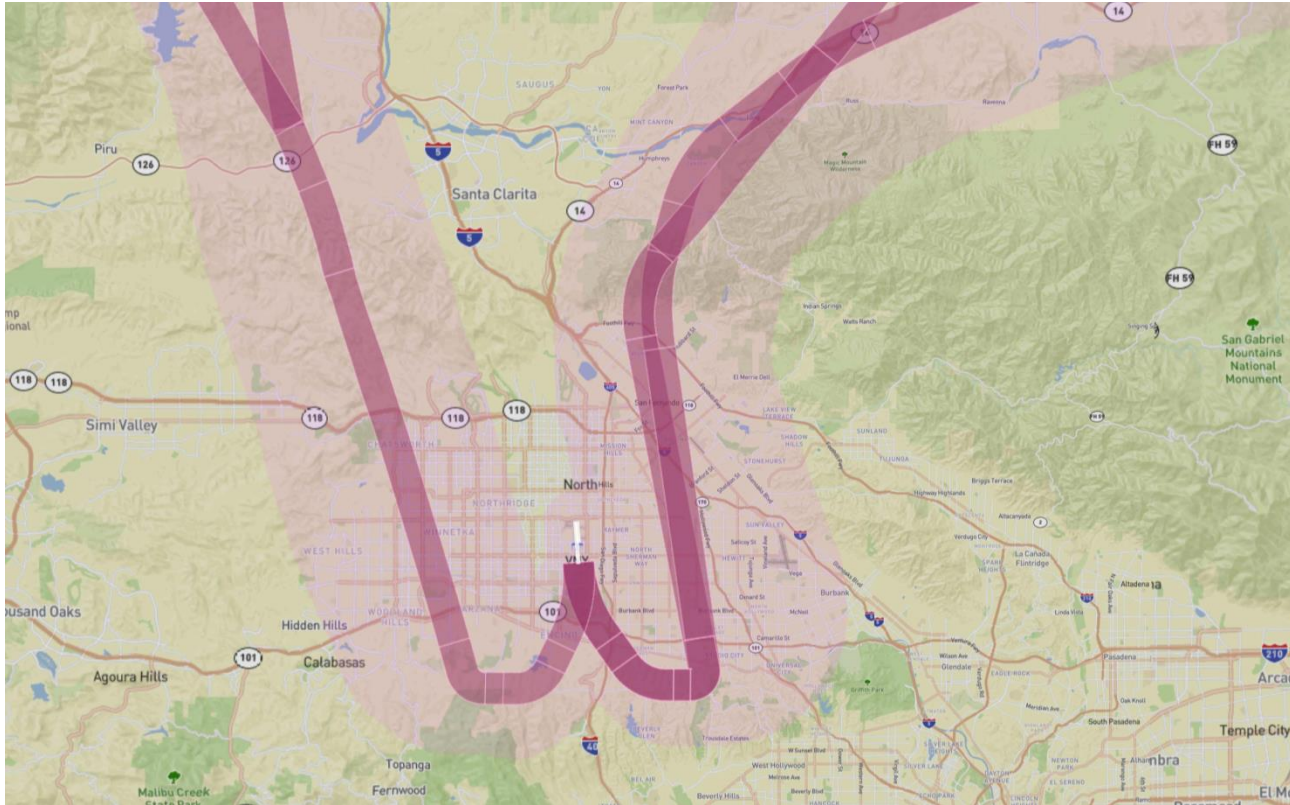
VNY Citizens Advisory Council

September 5, 2017

by: Kathryn Pantoja, LAWA Environmental Affairs Officer



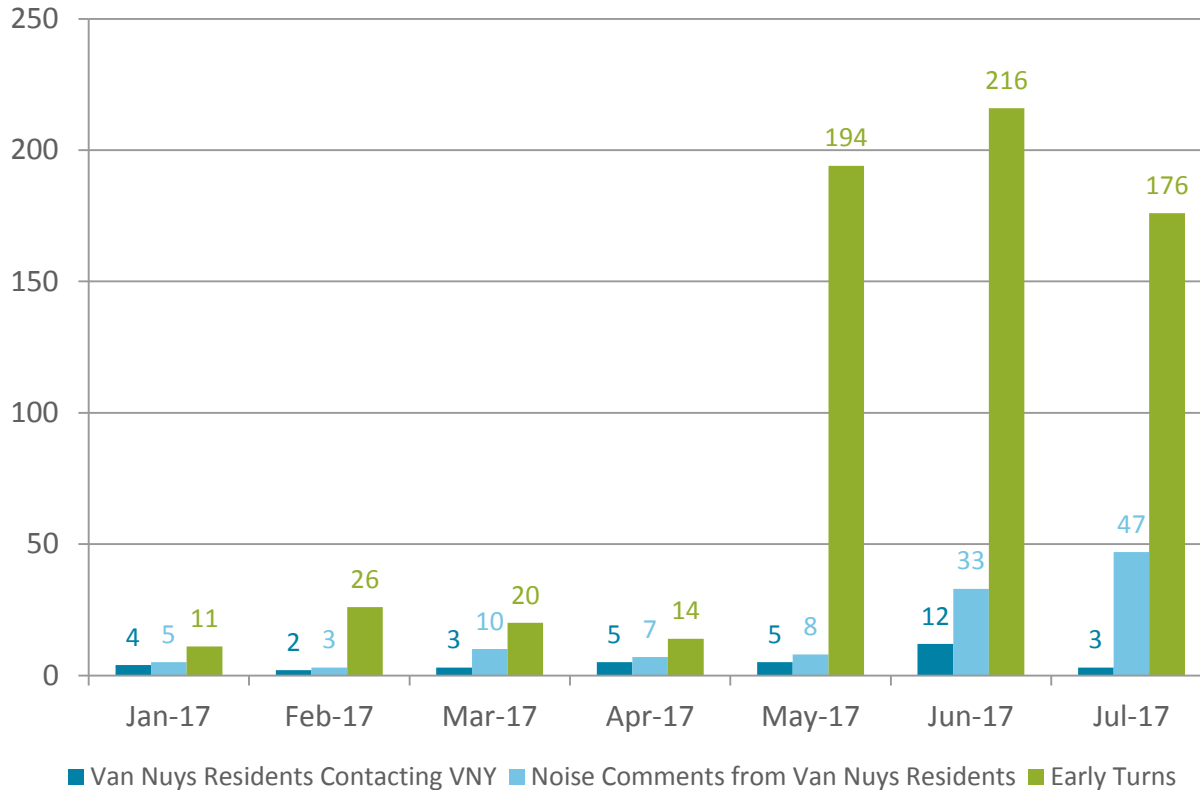
Van Nuys Airport (VNY) and SoCal Metroplex



- Multiple new RNAV procedures – some only for VNY, others combined with BUR or SMO
- Southbound RNAV Standard Instrument Departure (SID) Procedures
- Published March 2, 2017

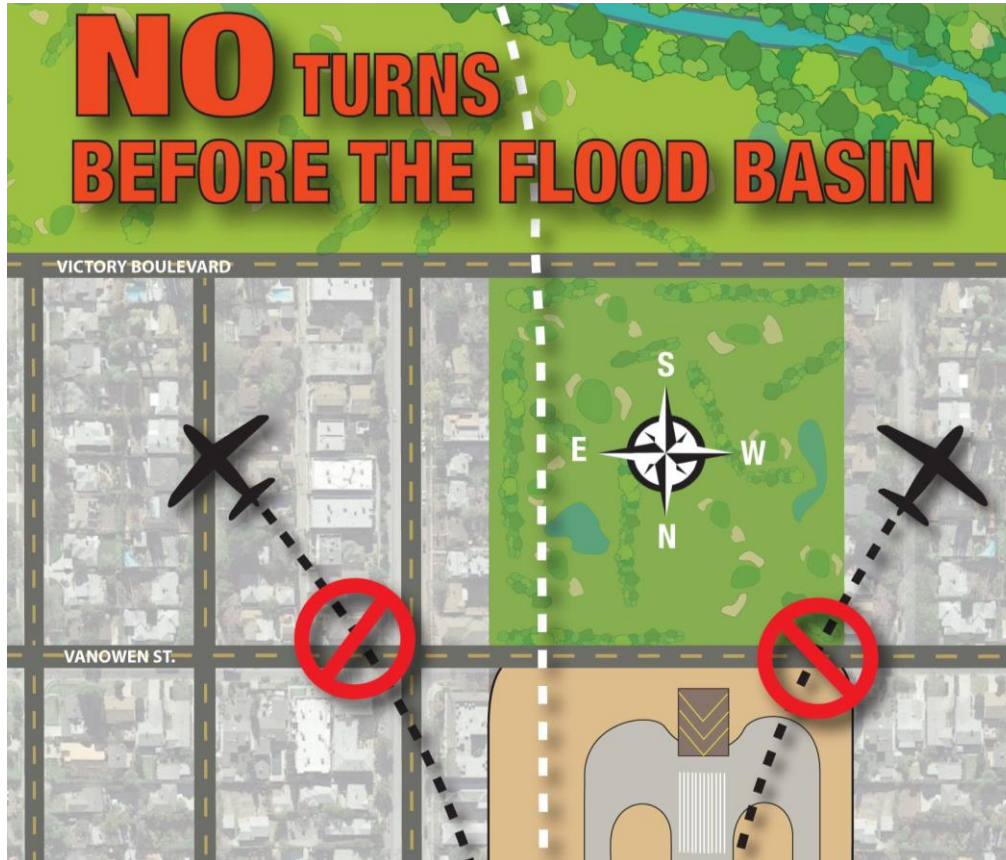
Source: FAA Community Engagement Webpage, *New Procedures Burbank Van Nuys Feb. 2017 (PDF)*

Post-Metroplex Implementation – Increased Early Turns



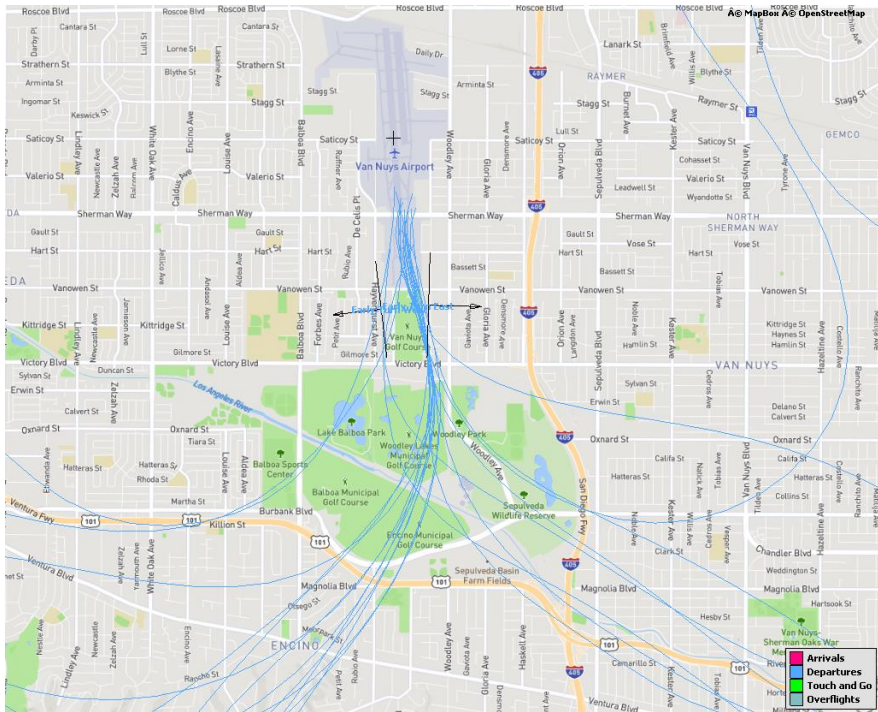
- Significant increase in early turn departures from April to May 2017
- Three-fold increase in noise comments from Van Nuys residents from May to June 2017
- Early turns may impact VNY’s Quiet Jet Departure Program and Friendly Flyer Awards Program

VNY “No Early Turn” Policy

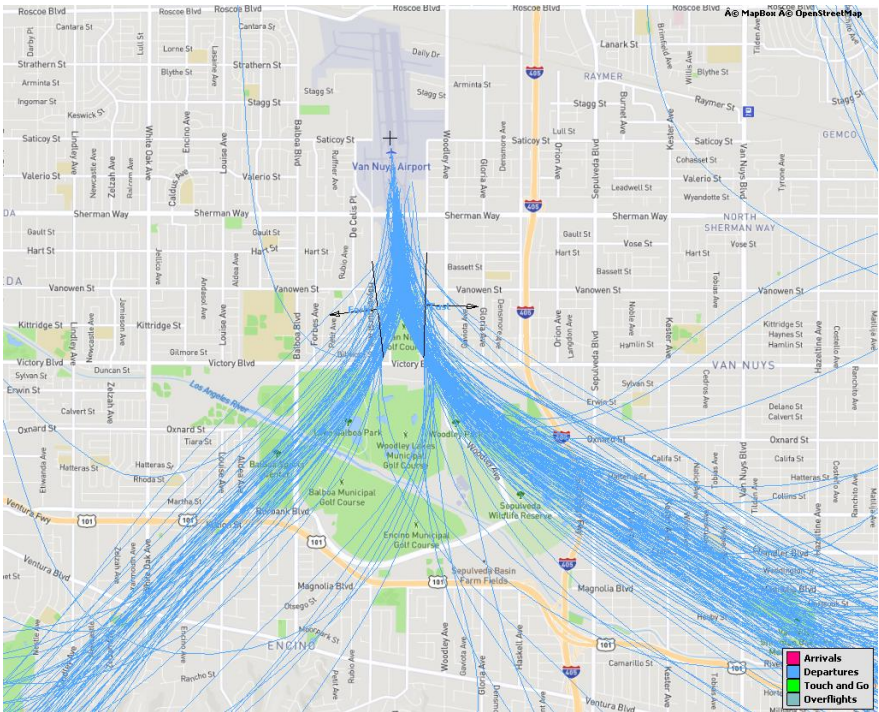


- Initiated informal policy in 1980's
- Formalized policy by Board of Airport Commissioners in 2015
- Requests pilots departing south to fly past Victory Blvd. to the Sepulveda Flood Basin before turning, unless specifically directed by the FAA Air Traffic Control

Departure Early Turns Before and After Metroplex Implementation

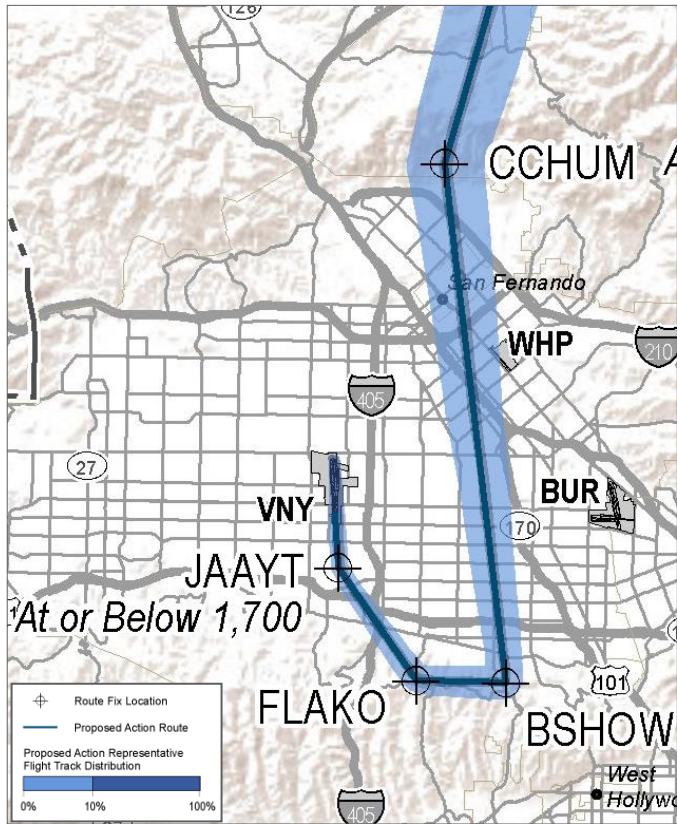


June 2016
Before SoCal Metroplex Implementation

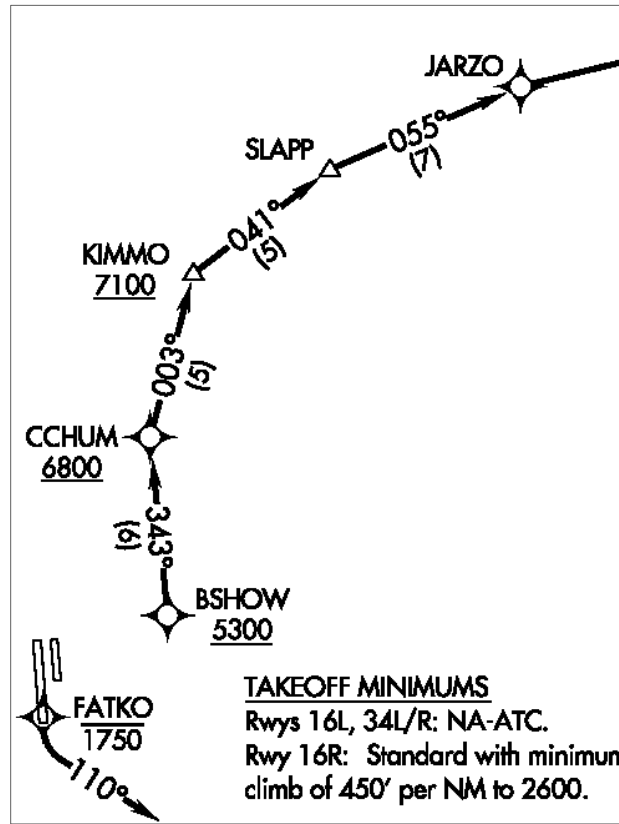


June 2017
After SoCal Metroplex Implementation

Cause of Increased Early Turns



Source: Prepared by HMMH for LAWA, March 2017



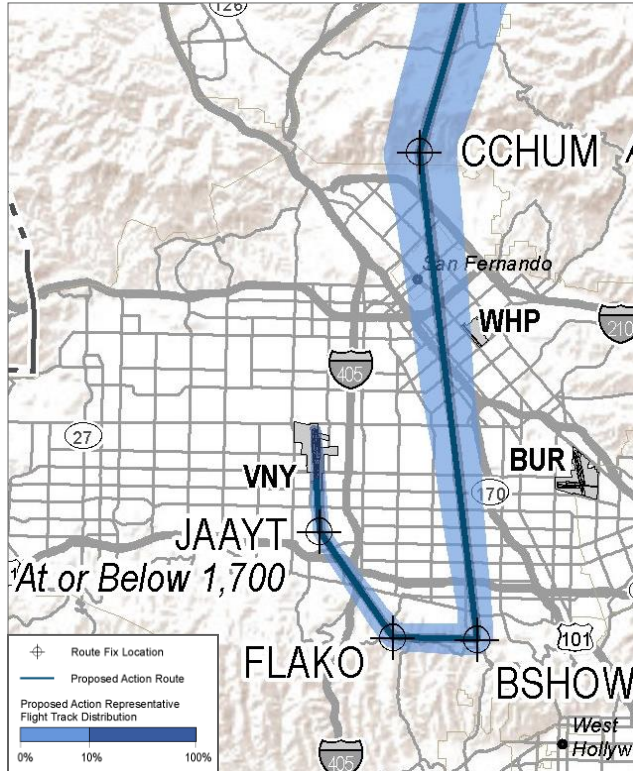
Source: IFP Information Gateway, ROSCOE ONE (RNAV), July 2017

- LAWA reviewed published VNY RNAV SIDs
- Some waypoints in final published RNAV procedures were relocated, replaced or missing compared to the procedure proposed when the Final EA was released
- LAWA contacted the FAA Western-Pacific Regional Administrator
- The FAA and LAWA are coordinating to address the issue

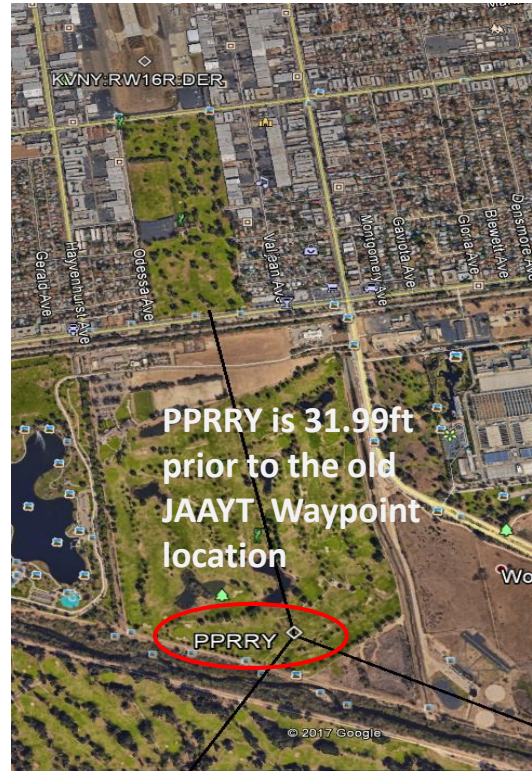
FAA and LAWA Collaboration

| | Present | Interim | February 2018 (Tentative) |
|------|---|--|--|
| FAA | FAA WPR Office working with SoCal Metroplex Team – just completed redesign of 2 VNY RNAV departure procedures with a chart date of February 1, 2018 | FAA implementing interim measures to address early turns – VNY ATCT training controllers to not turn aircraft until past Victory Blvd. Training completed August 21, 2017 | FAA to publish two revised VNY SID procedures (WALKR and HARYS) |
| LAWA | LAWA encouraging FAA to implement interim measures quickly to address community concerns, especially if revision not published until February 2018 | LAWA to work with the FAA and continue addressing community concerns; review potential impact on the VNY Quiet Jet Departure Program and the Friendly Flyer Awards Program | LAWA to continue monitoring VNY RNAV procedures and coordinate with the FAA as necessary |

VNY SID Changes Per FAA



Source: Prepared by HMMH for LAWA, March 2017



Source: Prepared by FAA, August 2017

- FAA noted WALKR and HARYS SIDs being changed to a “VA-DF-VM leg combination”
- New departure route instructions:
 - “CLIMB HEADING 163.51 TO 1303, CROSS DER/VNY 1.5 DME SOUTH AT OR BELOW 1750, THEN DIRECT PPRRY, THEN ON HEADING 110.00/210.00 OR AS ASSIGNED BY ATC, EXPECT VECTORS TO CROSS...”
- Changes planned for WALKR and HARYS SIDs on February 1, 2018 Chart Date
- Change required for ROSCO SID – not yet scheduled

Questions?