

First Name	Last Name	Item	Comment
Suzanne	Gutierrez-Hedges	III. PUBLIC COMMENT PERIOD	<p>I have lived right next to VNY since 2003. Since 2010, the growth has been detrimental, especially in the last few years. With the possibility of bringing in "Air Taxis", what kind of community oversight will you have? I ask because when the Master Plan was put in place, the very first paragraph states "The purpose is to provide a comprehensive long-term Plan that encourages the orderly development of on-airport land uses, enhances the environment and increases compatibility between the airport and surrounding communities." Clearly VNY growth and expansion is NOT compatible AT ALL with the surrounding communities.</p> <ul style="list-style-type: none"> • When neighbors are selling their homes and moving because of VNY, that is NOT showing any compatibility with the surrounding communities. • When the jet exhaust from the jets are suffocating and poisoning us, that is NOT showing any compatibility with the surrounding communities. • When the Quieter Nights Program is in place yet, on average, 16 jets take off each night, that is NOT showing any compatibility with the surrounding communities. • When there are 69,913 jet operations in 2021, that is NOT showing any compatibility with the surrounding communities. <p>So, can you imagine adding in air taxis???? That will absolutely NOT be showing compatibility with the surrounding communities.</p>
Dannielle	Sweet	III. PUBLIC COMMENT PERIOD	<p>Air Taxis will overburden our already taxed airport. I live just west of the airport and have asthma. The smell of jet fuel in our neighborhood is already overwhelming to the point that I cannot enjoy my backyard due to the smell. Additionally, the current "oversight" of the curfew is a joke. We have very large planes taking off all hours of the night. I know, I am awake during the night and almost every night I hear multiple planes taking off. There is already no oversight at this airport. Air Taxis will just add one additional layer to an already horrific problem. Our neighborhood cannot handle any additional activity at the airport.</p>
Linda	Jackson	III. PUBLIC COMMENT PERIOD	<p>The jet fuel emissions from Van Nuys Airport are present right across the street from homes in my neighborhood. The only barrier is Hayvenhurst Avenue. We are being poisoned on a daily basis. Air traffic has increased considerably over the last few years, and the effects this has on our health is deeply concerning. Adding air taxis to the traffic is a bad and mercenary idea that has no place in our community.</p>
William	Jackson	III. PUBLIC COMMENT PERIOD	<p>My family has lived a block away from VNY for over 30 years. For quite a few years, the airport never bothered us. But in the last few years, the activity at VNY has become not very friendly to the families that live nearby. We now have helicopters flying over our houses, instead of over the Bull Creek wash. There are jets taking off, one after the other, all through the night. Previously, we had a few jets on the East side of the airport, which is adjacent to businesses, but now we have quite a few jets, and they are on the West side, right beside our homes, idling for long periods of time, and constantly taking off, so that now we have exhaust fumes penetrating our yards and homes all day long. I have recently noticed that jets are remaining much lower in the air, when they take off. Maybe this is because the jets landing at BUR are flying much lower than they flew (over Sherman Way/Vanowen) years ago? It seems the simple solution to keep the airport thriving, while not polluting our residential neighborhoods, is to move the jet businesses back to the East side of VNY, where they would be adjacent to businesses, not family homes. Thank You.</p>
sue	steinberg	III. PUBLIC COMMENT PERIOD	<p>As if our overcrowded skies isn't dangerous enough - now they want to introduce AIR TAXIS? It's not a matter of "if" but WHEN there's going to be a catastrophic event in the overcrowded & under regulated skies of LA. VAN NUYS AIRPORT has enough problems with over expansion - NOISE - TOXIC FUMES - private/charter jets taking over and going 24/7. Add AIR TAXIS into the mix and it's a recipe for disaster. And who will they serve? Who will benefit? That's right - the RICH who can afford to use them while the rest of us deal with traffic. Health and environment be damned...as long as we keep catering to the 1% and THEIR convenience. NO TO AIR TAXIS!!</p>
Andrea	Monroe	III. PUBLIC COMMENT PERIOD	<p>Hello,</p> <p>The written words of The Van Nuys Airport Plan in not compatible with the surrounding areas. It appears all measures are being decided upon by a "council" that does not allow community input on the impending annihilation of the residential area.</p> <p>Those closest to Van Nuys Airport have coped with fume and flight noise that the city has ignored for the most part. Residents in the area are selling their homes because of this toxic situation.</p> <p>I did not hear of "air taxis" until I received an email from a well-informed neighbor, and even then, I had to refer to a link explaining what an air taxi was.</p> <p>How can you recommend air taxis into an airport that is already not regulated to the community around it? Free for all?</p> <p>Is "THE PLAN" based on imminent domain?</p> <p>We have a right to participate in your council meetings and vote.</p> <p>Andrea Monroe Near the Van Nuys Airport Residential Area</p>

Victoria	Miller	III. PUBLIC COMMENT PERIOD	<p>Hello. I am sending my comments in written form as I may not be able to attend the virtual meeting this month. I am addressing the following:</p> <p>1. LAWA LETTER TO THE FAA: I want to thank LAWA's interim CEO Justin Erbacci for asking the FAA to stay on task and uphold their published timeline of January 2024 to revert the flightpaths back, and not delay, but instead start their environmental study immediately.</p> <p>2. LEADED AVIATION FUEL: We need to please move on getting leaded aviation fuel removed. Leaded fuel does not belong anywhere. But, astoundingly, many small planes at VNY still use it. The effect of lead on children's health and brain development is irrefutable and devastating -- even tiny amounts are toxic -- and it is safe to say that the neighborhoods around the airport have been, and continue to be, impacted. We're disappointed that the FAA is ignoring the problem (when they could approve the much-needed 100 Octane Unleaded Aviation Fuel) and that they are skipping out on Congressional meetings, such as the Oversight and Reform Subcommittee on Environment. that Rep. Ro Khanna (D-CA) held on July 28th, where they stated the following: Congressional Subcommittee Urges Phase out of Leaded Aviation Fuel</p> <p>"I'm holding this hearing today because I'm outraged that our federal agencies have failed to prevent lead poisoning near small general aviation airports. There are 20,000 such airports across the country mostly sited in communities of color and low wealth communities. Not only is this a historic injustice but worse, it's still ongoing."</p> <p>I respectfully request the VNY CAC, LAWA, and the BOAC push the FAA to address the leaded fuel problem NOW.</p> <p>3. VNY AIRPORT MASTER PLAN: How big will VNY Airport get? When will surrounding communities have an opportunity to provide input? This must happen as the plan is written, rather than after the fact. Please consider an ad hoc committee to take public comments and provide input on the very outdated VNY Airport Master Plan.</p> <p>4. AIR TAXI'S AND DRONES/AIR MOBILITY PROGRAM: Based on the recent air mobility meeting, I am deeply concerned about the program approved by Mayor Garcetti to have Los Angeles act as the test-city for air taxis and drone delivery services, especially as they will add new layers of air traffic to our already congested skies. I respectfully ask for community engagement/input concerning routes, regulations, and community protection. This program cannot be rolled out without full transparency for the communities these types of aircraft will be flying over.</p> <p>I thank you in advance for your time and consideration.</p> <p>Sincerely, Victoria Miller Encino, CA</p>
Sheree	Woods	III. PUBLIC COMMENT PERIOD	<p>I hope that as soon as possible the traffic at VN airport returns to the way things were before being changed without notification and environmental impact studies being done. These low loud toxic air vessels are too dangerous to fly so low and slow over our homes. All actions by the FAA and local airports should have clear public transparency and consider the damage it does to our environment, our property values, but most importantly the quality of life for us and our future generations.</p>
Penny	Alpert	III. PUBLIC COMMENT PERIOD	<p>1. LAWA LETTER TO THE FAA:</p> <p>I want to thank LAWA CEO Justin Erbacci for asking the FAA to stay on task and begin their environmental study immediately, so they can uphold their published timeline of January 2024 for reverting the flight-paths back to their closest approximation of those in the past.</p> <p>2. LEADED AVIATION FUEL:</p> <p>PLEASE move on getting leaded aviation fuel removed from VNY NOW. Shockingly, many prop planes at VNY continue to use it. The effect of lead on children's health and brain development is irrefutable and devastating -- even tiny amounts are toxic -- and it is safe to say that the neighborhoods around the airport have been, and continue to be, negatively impacted. We're disappointed that the FAA is ignoring the problem (when they could approve the much-needed 100 Octane Unleaded Aviation Fuel) and that they are skipping out on Congressional meetings, such as the Oversight and Reform Subcommittee on Environment. that Rep. Ro Khanna (D-CA) held on July 28th, where they stated the following:</p> <p>Congressional Subcommittee Urges Phase out of Leaded Aviation Fuel:</p> <p>"I'm holding this hearing today because I'm outraged that our federal agencies have failed to prevent lead poisoning near small general aviation airports. There are 20,000 such airports across the country mostly sited in communities of color and low wealth communities. Not only is this a historic injustice but worse, it's still ongoing."</p> <p>I respectfully request the VNY CAC, LAWA, and the BOAC push the FAA to address the leaded fuel problem IMMEDIATELY.</p> <p>3. VNY AIRPORT MASTER PLAN:</p> <p>How much more will VNY Airport continue to expand? When will surrounding communities have an opportunity to provide input? This must happen as the plan is written, rather than after the fact. Please consider an ad hoc committee to take public comments and provide input on the very outdated VNY Airport Master Plan.</p> <p>4. AIR MOBILITY PROGRAM:</p> <p>Based on the recent air mobility meeting, I am deeply concerned about the program approved by Mayor Garcetti to have Los Angeles act as the test-city for air taxis and drone delivery services, especially as they will add NEW, LOWER, layers of air traffic to what is un-contestedly ALREADY the most congested airspace in the country!!</p> <p>I respectfully ask for community engagement/input concerning routes, regulations, and community protection. This program cannot be rolled out without full transparency for the communities these types of aircraft will be flying over.</p>

MARY ANN	Fragodt	III. PUBLIC COMMENT PERIOD	Thank you to the LAWA BOAC Executive Director Justin Erbacci for asking the FAA to hold to their published timeline of Jan 2024 by starting their environmental study immediately. VNY AIRPORT MASTER PLAN: How big will VNY Airport get??? When will surrounding communities have an opportunity to provide input? This must happen as the plan is written, rather than after the fact. Please consider an ad hoc committee to take public comments and provide input
Rodney	Fragodt	III. PUBLIC COMMENT PERIOD	AIR TAXI's AND DRONES!? Based on the recent air mobility meeting, I am concerned about the coming air taxis and drone delivery services, especially as they will add new layers of air traffic to our already congested skies. We demand community involvement/input concerning routes, regulations, and community protections. How will the Citizen's Advisory Committee ensure this involvement takes place?
Carolyn	Sadd	III. PUBLIC COMMENT PERIOD	GET THE LEAD OUT! Leaded fuel does not belong anywhere. But, astoundingly, many small planes at VNY still use it! The effect of lead on children's health and brain development is irrefutable and devastating -- even tiny amounts are toxic -- and it is safe to say that the neighborhoods around the airport have been, and continue to be, impacted. I am disappointed that the FAA is ignoring the problem (when they could approve the much-needed 100 Octane Unleaded Aviation Fuel) and skipping out on Congressional meetings, such as the one that Rep. Ro Khanna recently held. I respectfully request the CAC, LAWA & BOAC to push the FAA to address the leaded fuel problem NOW.
Victoria	Westley	III. PUBLIC COMMENT PERIOD	VNY AIRPORT MASTER PLAN: How big will VNY Airport get??? When will surrounding communities have an opportunity to provide input? This must happen as the plan is written, rather than after the fact. Please consider an ad hoc committee to take public comments and provide input
David	Westley	III. PUBLIC COMMENT PERIOD	AIR TAXI's AND DRONES!? Based on the recent air mobility meeting, we're concerned about the coming air taxis and drone delivery services, especially as they will add new layers of air traffic to our already congested skies. We demand community involvement/input concerning routes, regulations, and community protections. How will the Citizen's Advisory Committee ensure this involvement takes place?
Bob	Brown	III. PUBLIC COMMENT PERIOD	GET THE LEAD OUT! Leaded fuel does not belong anywhere. But, astoundingly, many small planes at VNY still use it! The effect of lead on children's health and brain development is irrefutable and devastating -- even tiny amounts are toxic -- and it is safe to say that the neighborhoods around the airport have been, and continue to be, impacted. We're disappointed that the FAA is ignoring the problem (when they could approve the much-needed 100 Octane Unleaded Aviation Fuel) and skipping out on Congressional meetings, such as the one that Rep. Ro Khanna recently held. We respectfully request the CAC, LAWA & BOAC to push the FAA to address the leaded fuel problem NOW.
Lydia	Brown	III. PUBLIC COMMENT PERIOD	AIR TAXI's AND DRONES!? Based on the recent air mobility meeting, we're concerned about the coming air taxis and drone delivery services, especially as they will add new layers of air traffic to our already congested skies. We demand community involvement/input concerning routes, regulations, and community protections. How will the Citizen's Advisory Committee ensure this involvement takes place?