

First Name	Last Name	Item	Comment	Row ID	CAC M
Row	Zadeh	IX. Advisory Council Members' Comments	I am a member of Sherman Oaks Neighborhood council and unable to personally attend the meeting due to being out of town but wanted to voice my strong support for items included in their proposal. In particular the use of Unleaded Gas and assistance to the community to prevent noise and pollution.	CAC-PubCom-00736	5
Diminished	Voice	IV. Public Comment Period	NOW YOU ARE LIMITING COMMENTS TO 350 WORDS? ...SHAMEFUL	CAC-PubCom-00737	5
Suzanne	Gutierrez	IV. Public Comment Period	<p>PART 1</p> <p>The article written in "Aviation Week" titled "Top GA Airport Reaches A Crossroads Over Its Future" by Bill Carey on April 29th is filled with mis-information. Here are some examples.</p> <p><a href="https://aviationweek.com/business-aviation/airports-fbos-suppliers/top-ga-airport-reaches-crossroads-over-its-future">https://aviationweek.com/business-aviation/airports-fbos-suppliers/top-ga-airport-reaches-crossroads-over-its-future</a></p> <p>QUOTE: Van Nuys Airport (VNY) in greater Los Angeles, one of the nation's busiest general aviation airports for operations, has a storied history, supports 200 businesses, and says it contributes \$2 billion to the economy of southern California.</p> <p>UNSUBSTANTIATED: The 2 billion dollar impact has been debunked. The 2 billion number was based off of the 2015 Economic Impact Analysis, which was commissioned by LAWA who imposed restrictions on research material the company could use to produce the report. On page 4 of the report it even acknowledges that the economic considerations were determined "under (the) assumption". Assumption! - not fact. Furthermore the front page reads, and I quote: "The report provided is solely for informational purposes and is not to be construed as providing advice, recommendations, endorsements, representations or warranties of any kind whatsoever". I suspect the disclaimer is necessary considering some of the data and conclusions were not substantiated but rather "estimated assumptions".</p> <p>-----</p> <p>QUOTE: While its share of jet traffic has increased in the last decade, VNY's ability to modernize existing facilities has been slowed over fears that it plans to attract more jets.</p> <p>LIE: VNY's ability to modernize existing facilities has been slowed due to the fact that aeronautical interests failed to ensure critically needed modernization components were a part of their development proposals. Self-serving corporate interests forced the City to take a hard look at investors' selfish and inadequate plans and LAWA's blatant failure to demand more from them for the benefit of the City by mandating RFP and development policy that included power capacity upgrades and the utilization of electric ground power units (electric PCAs, Pop-Up GPUs, etc), as well as responsible Apron protocol plans and responsible jet blast walls and tree mitigation.</p> <p>-----</p> <p>QUOTE: Additional land acquisitions by the city, which have enlarged the airport's footprint to 730 acres, don't have the same federal grant assurances or deed restrictions "but we're mindful of how we can use that land to help ensure this is a prominent, viable airport as a reliever airport," Herrera told BCA during a recent visit.</p> <p>BINGO: And that is exactly what community pointed out to Paul Herrera, who's been denying that fact for nearly a year. And Paul please know, we too are mindful of how we can use that land albeit to ensure responsible land use that allows the airport to return to being a good neighbor and stop poisoning citizens from mitigable emissions.</p> <p>-----</p>	CAC-PubCom-00738	5
Suzanne	Gutierrez	IV. Public Comment Period	<p>PART 2</p> <p>QUOTE: The anti-development sentiment came into play earlier this year when a City Council committee rejected a proposal by Helinet Aviation to build a new hangar in place of its current facilities at VNY, which are in need of repair. While the new facility would be large enough for jets, Helinet operates helicopters for charter flights, sightseeing tours, aerial film production, newsgathering and organ transport.</p> <p>LIE: First, it was not a Helinet Aviation proposal. It was a Bonseph Helient LLC proposal and Helinet was only a minor minority in the deal, which mostly left them as glorified subtenants. Second, there is NO anti-development sentiment, only NO irresponsible-development sentiment that is self-serving and void of critically needed modernization components. LAWA can lie to aeronautical interests all they want but reports and facts reign in public record so these lies come off as sour grapes. Sour grapes that community won over favoritism, back-door-dealings, a perceived biased Airport Commissioner, lobbyists, selfish investors and LAWA staff working in defiance of City leadership and violating the City's ethical standards.</p> <p>-----</p> <p>QUOTE: Herrera says the opposition has prevented VNY from awarding new leases and issuing requests for proposals (RFP) to replace dilapidated hangars on the airport grounds as well as to install new infrastructure for future advanced air mobility (AAM) aircraft. The delay in its ability to release RFPs brings into question whether a master tenant can make new investments in the property.</p> <p>LIE: LAWA themselves caused the delay and failed VNY tenants and I'm sure Air Center Aviation and Nick Mosich and Paramount Aviation and a number of others would agree. LAWA is the one that allowed properties to languish for decades and denied tenants an ability to invest in their properties by denying warranted long-term leases. In fact, that is one of the benefits of 23-1339, to stop LAWA's incessant floundering and lack of a Plan for this airport's development that has now proven to harm the City, its citizens and its tenants.</p> <p>-----</p> <p>QUOTE: "There's been a delay in our ability to push out aeronautical leases—[the] award of leases—to a winning bidder so that they can develop and invest in the power supply on a leasehold," Herrera says. "That's the delay we're seeing with Clay Lacy here at Van Nuys. They haven't been able to get a 20- or 30-year lease that could allow them to make the power infrastructure improvements."</p> <p>LIE: That statement contradicts LAWA's own RFP and documented events for the Woodley property and Sky Harbour might be interested to know that you - Paul - feel Clay Lacy should be awarded a long-term lease when LAWA itself pulled the January 3, 2022 RFP opportunity. In fact, didn't Clay Lacy threaten LAWA with a legal challenge if you moved forward with that RFP because they didn't anticipate Sky Harbour to enter the race with such a strong proposal? And wasn't StandardAero also upset over the RFP including some of the land that they held a 5-year lease on and want to obtain long term? Those are questions Paul, but I won't wait for the answer because the lies from LAWA are seemingly endless. Clearly LAWA is getting themselves caught in a web of deceit here. Don't put the blame on community that LAWA took years to get it together for those parcels and now you're bitter that the City is paying attention and developing comprehensive guidelines - as the FAA itself recommends when airports are looking to modernize.</p> <p>-----</p>	CAC-PubCom-00739	5

Suzanne	Gutierrez	IV. Public Comment Period	<p>PART 3</p> <p>-----</p> <p>QUOTE: VNY's critics want to keep it as an "older airport that only focuses on propeller-driven aircraft [and] helicopter operations ... but not allow for the growth of jets to continue to happen at Van Nuys," he says. "By modernizing the facility," the critics suspect, "you're inviting them to come."</p> <p>LIE: Paul, statements are self-serving and a complete misrepresentation of the facts. First of all, we WANT the facility modernized because LAWA and BOAC failed to accomplish that over the past decade. Modernization components to eliminate toxic APU exposures have been common practice since the 1990's and yet neither LAWA nor BOAC had the wisdom to ensure those upgrades were made at VNY with each development deal since 2005. Now it is going to cost the City a pretty penny to mitigate the severe public nuisance emitting from VNY, and it has made the City vulnerable to liable public nuisance lawsuits considering the serious health crisis LAWA's failures have created for adjacent businesses and residents.</p> <p>How about you stop pointing the finger at community for LAWA's failures, Paul, because the agency is making a fool of itself considering all the lies are easily refuted by existing City Records or archived documents and media reports. When will LAWA stop being THE PROBLEM and start being part of the solution?</p>	CAC-PubCom-00740	5
Leah	Nanni	IV. Public Comment Period	As a resident of Van Nuys on De Celis Place, I'm growing increasingly concerned about the toxic fumes spilling into our neighborhood. We can't go for walks, play outside with our kids or pets, or spend time on our patios without the threat of jet fuel fumes sending us back inside. Our kids, our neighbors, and our environment deserve better. Let's work together to make Van Nuys and the valley a healthier and safer place.	CAC-PubCom-00741	5
Laura	Lopez Williams	IV. Public Comment Period	My name is Laura Williams and I have been living in a community directly across from the airport for over 15 years. I am very disappointed with the increase in activity and irresponsible practices. Several times this week, I have observed a large aircraft parked at the havenhurst side directly across from my street runneymede. It idles for minutes on end and I have started to record it. The fumes have been especially bad this past week. Going on walks is no longer pleasant. Please listen to the community and at least be open and willing to make some logistical changes that will help us have a healthier community.	CAC-PubCom-00742	5
Suzanne	Gutierrez	III. BOAC Agenda Items Concerning VNY	<p>BOAC's defiance of City government is staggering and dangerous and begs for amendments to the City Charter to better ensure checks and balances from abuse of power within the matrix of the Department of Airports.</p> <p>I attended the BOAC meeting last Thursday, May 2nd at LAX where arrogance seemed to reign considering the Board opted to completely dismiss City Council's intent of the CAC composition. The idea that 7 unelected and untrained persons would unethically defy an elected body of 15 City leaders is appalling. The community would welcome aviation interests on CAC - within the confines of Council File 85-0592 which means, if a person working on airport property does not reside in a surrounding area, then they shall not qualify and we will continue to pursue the profiteer conflict of interest.</p> <p>Ethically, morally or deploying common sense, how can someone profiting from VNY be appointed to represent the citizens and give recommendations regarding community issues? If VNY truly employs a vast number of local residents, as they want us to believe, then WHERE are they? Why were no local residents recommended? Perhaps VNY does not employ many Valley citizens at all. To my knowledge, Nalia Mendes has never attended a CAC meeting, submitted written public comment, requested to be on the agenda to present to CAC and never reached out to any community advocacy groups including Fumefighters, SOSLA, Encino Skies and QSWH. So how do you propose this person represent community interests when she is not a part of our surrounding communities?</p> <p>In support of this new CAC member, Curt Castagna, president of Van Nuys Airport Association, mentions that the CAC should include diversity and inclusivity. So, I asked him after the meeting was over if I could apply to be on the VNAA to help with his diversity and inclusion initiative. His response was I have to own a business on the Van Nuys Airport property. BINGO - sheer hypocrisy from the Castagna/LAWA relationship. They fight for persons that work on the VNY property to sit on the Citizen's Advisory Council, but discriminate against a residential community member from sitting on the VNAA? Pathetic hypocrisy.</p> <p>Having four attorneys on BOAC alienating community from debate and discussion and then adopting the same argument, despite their opinion being contradicted by Court precedent, leaves the community at a huge disadvantage and raises concern over their character. Furthermore, Becca Dotten, from LAWA, mis-spook through her entire presentation once again displaying LAWA's lack of knowledge of the facts or refusal to express them.</p>	CAC-PubCom-00743	5
Shams	Razvi	VII. b. Noise Symposium-Discussion	The air traffic for airplanes landings at Van Nuys airport has significantly increased over the past years. There are aircrafts landing at late nights/early mornings and they fly so close to our houses that we residents cannot sleep anymore. Before the Aliso Canyon gas leak at Porter Ranch, the flight path of these aircrafts was above Aliso Canyon. The gas leak has been contained for the past few years now but the flight paths were never returned back to their original path. The residents of Granada Hills have complained numerous times to the Van Nuys airport authority to look into this matter but there has been absolutely no response from them. Please take some immediate action to relieve us residents from this deafening noise every day/night.	CAC-PubCom-00744	5
Adam	Alvarado	III. BOAC Agenda Items Concerning VNY	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00745	5
Adam	Alvarado	IV. Public Comment Period	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00746	5
Adam	Alvarado	V. Report from the Chair	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00747	5
Adam	Alvarado	VI. a. VNY Financial Budget & Fuel Fee Revenue	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00748	5
Steven	Leffert	VI. a. VNY Financial Budget & Fuel Fee Revenue	<p>Has lead-free aviation fuel been made available yet? How is/will it be priced. Would increasing the the costs of all types of fuel help the revenue stream? Are bio-fuels available for jets?</p> <p>Have the costs of added sound barriers (better walls/fences) been budgeted and could those costs be covered by increased charges for fuels?</p>	CAC-PubCom-00749	5
Adam	Alvarado	VII. a. VNAA proposed VNY Tenant Tours	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00750	5

Adam	Alvarado	VII. b. Noise Symposium-Discussion	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00751	5
Adam	Alvarado	VIII. a. Membership Committee	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00752	5
Adam	Alvarado	VIII. b. Vision Study Ad Hoc Committee	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00753	5
Adam	Alvarado	IX. Advisory Council Members' Comments	LAWA's resources are being wasted by the opposing community which are refuting the facts and good work that LAWA has provided to them. The opposing community does not understand the implications they are causing and are not allowing the airport to enhance by denying the airport land-use.	CAC-PubCom-00754	5
Steven	Leffert	IV. Public Comment Period	Why weren't "BOAC Agenda Items Concerning VNY" listed on the CAC agenda? Perhaps the public would like to comment on those items and/or do some background research on them prior to the meeting. If items aren't listed on the agenda for public notice aren't they to be excluded from discussion?	CAC-PubCom-00755	5
Trenten	Rozeboom Dempsey	IV. Public Comment Period	<p>Hello, I am a Lake Balboa Resident, at Petite and Victory.</p> <p>I am concerned about the touch and go planes that have been circling Lake Balboa, and West Van Nuys more frequently than I believe it has been in the past. My understand is that Ordinance No 155727 Noise abatement and curfew regulations section 3 states:</p> <p>No person shall engage in repetitive operations in any propeller powered aircraft between the hours of 10:00 p.m. and 7:00 a.m. of the following day from June 21 through September 15, and between the hours of 9:00 p.m. and 7:00 a.m. of the following day, from September 16 through June 20.</p> <p>As a resident I do not believe these curfews are being abided by or regulated. I do not believe that the Airport manager is in fact denying aircrafts permission for a period of three years if they are a persistent violator.</p> <p>Regardless of the curfew these touch and goes have turned our area into a go cart track in the sky for propeller planes and just do lap after lap on or short of the fixed wing traffic patterns for VNY airport. This happens ALL DAY long, from sun up to after sun down.</p> <p>If I am not understanding the ordinance or the fixed wing traffic pattern, please let us know in the meeting this evening. I have obtained all of these documents from the LAWA website, and I understand they are current.</p>	CAC-PubCom-00756	5
Steven	Leffert	III. BOAC Agenda Items Concerning VNY	Why aren't the items listed on the agenda? How can the public prepare for comments if there is nothing listed? No background research could be done.	CAC-PubCom-00757	5
Dannielle	Sweet	IV. Public Comment Period	<p>As the Committee knows, my name is Dannielle (Dani) Sweet. I have lived next to Van Nuys Airport for 29 years and am permanently disabled including COPD. Over the last few years, my Asthma has gotten worse to the point that I must nebulize twice a day and am on 2 oral medications. I bring this up as this period of time seems to correlate with the mass moving of jets from Santa Monica Airport.</p> <p>As I am 95% bed-bound and have single-paned windows, I breathe in any jet fuel smells whether inside or when I try to use the other two-thirds of my property. LAWA/VNY MUST come up with a plan to put in more green space to absorb more of the toxic fumes that I and my neighbors breathe in day in and out</p>	CAC-PubCom-00758	5