



Van Nuys Airport Noisier Aircraft Phaseout Draft EIR Workshop

October 7, 2008





Draft Environmental Impact Report (DEIR) for the Van Nuys Airport Noisier Aircraft Phaseout

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Welcome

This workshop includes the following stations staffed by LAWA representatives (identified with name tags):

- Project Purpose and Background
- CEQA Overview and Schedule
- Noise Analysis
- Air Quality Analysis
- Public Comment and Further Public Involvement Opportunities

We encourage you to complete a comment form at the last station or take one with you to fill out and mail in.

Thank you for attending!



Project Purpose and Background

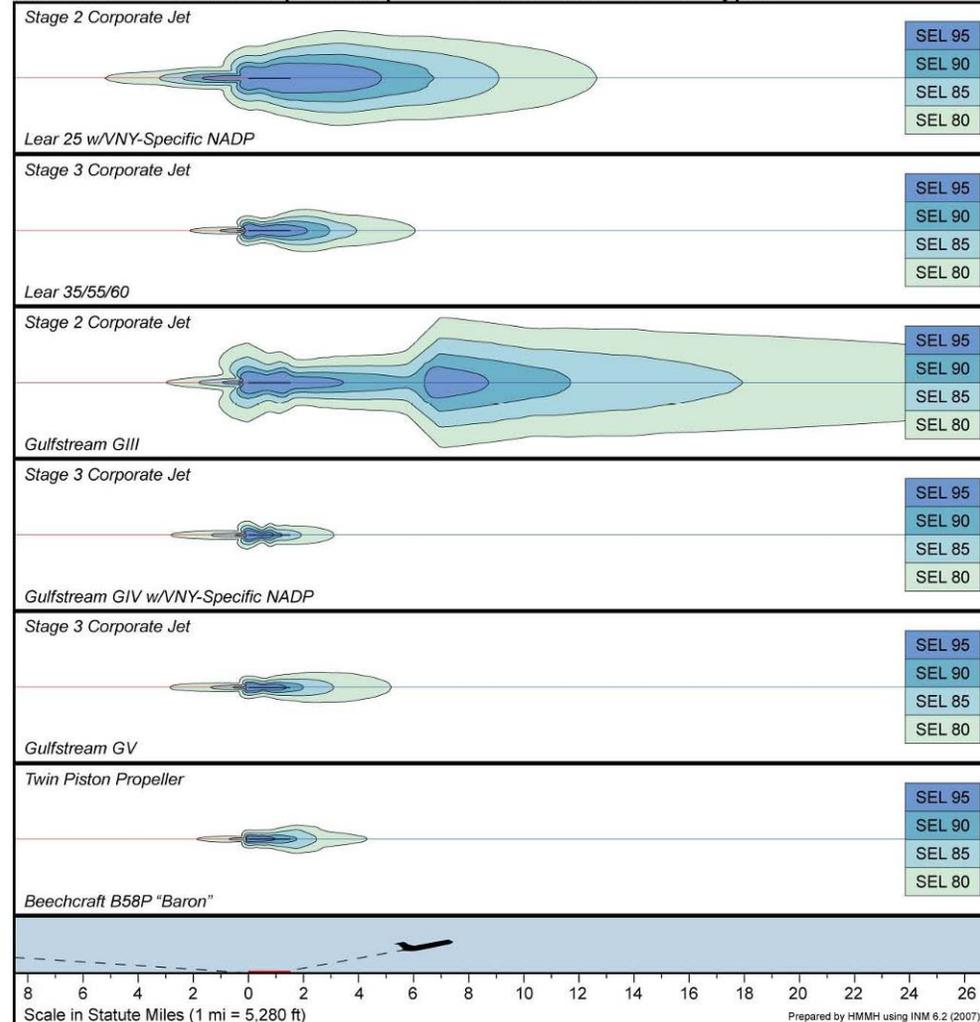




Noisier Aircraft Phaseout Project Purpose

- Achieve a phaseout of noisier VNY operations
- “Noisier” as defined in existing Non-Addition Rule
- Based on FAA-published maximum departure noise level
- Final 77 dBA limit is roughly equivalent to break point between Stage 2 and 3 jets

Comparison of Sound Exposure Level (SEL) Contours for Combined Arrival and Departure Operations of Selected Aircraft Types



Figures show cumulative noise due to an arrival from the left and a departure to the right.



Noisier Aircraft Phaseout

Original and Updated Ordinance

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	<u>Original Date</u>	<u>New Date</u>	<u>Decibel Level</u>
Four-step phaseout schedule	January 1, 1991	January 1, 2009	≥ 85 dBA
	January 1, 1993	January 1, 2011	≥ 83 dBA
	January 1, 1996	January 1, 2014	≥ 80 dBA
	January 1, 1998	January 1, 2016	≥ 77 dBA

- Primary aircraft types projected to be banned by phaseout
 - 1/1/09: BAC 111; Boeing 727s
 - 1/1/11: Sabre 60
 - 1/1/14: Gulfstream II, IIB, III; Lear 24D, 25D, 28; Hawker 125
 - 1/1/16: Falcon 20; Sabre 75A
- Note: Specific aircraft affected will depend on engine and other configuration details, including potential hushkitting



Noisier Aircraft Phaseout

Board of Airport Commissioners Guidance

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- **September 27, 1989:**
BOAC requested Executive Director to prepare proposals to phase out noisier aircraft from VNY
- **June 13, 1990:**
BOAC approved a 7-year, 4-step phaseout in Resolution 17154
- **April 17, 2006:**
BOAC Resolution 22980 readopted phaseout provisions
- **July 17, 2006:**
BOAC directed LAWA to pursue a phaseout of noisier aircraft via both Part 161 and this ordinance
- **August 20, 2007:**
BOAC Resolution 23390 proposed the amended draft ordinance and authorized LAWA to circulate it for public review and comment, conduct appropriate environmental review, and return it to the City Council for its consideration



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Amendments to Original Ordinance - Exemptions

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- Historic aircraft
 - Aircraft first flown prior to 1950 (approximately 775 annual VNY operations)
 - Privately owned former military aircraft first flown after 1949 are exempt until 2016 (approx. 100 annual VNY operations)
 - BOAC to review historic exemptions every 10 years
- Aircraft permanently departing VNY after final phaseout date
- Operations for maintenance, major repair, and alteration until 2016, under conditions identical to Non-Addition Rule
 - Estimated 260 aircraft operations at VNY in 2014
 - Saves an estimated 24 to 42 jobs at VNY and up to \$9.1 million in revenue to VNY maintenance providers
- Military and any government-owned aircraft involved in law enforcement, emergency, fire, or rescue operations, and aircraft exempted by federal or state law for medical or lifesaving emergency
- Aircraft of a type not included in AC 36-3 for which evidence has been furnished that the takeoff noise level will not exceed the applicable limit
- An alternative to the proposed phaseout includes Stage 3 and 4 aircraft exemptions



CEQA Overview and Schedule





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CEQA Process Overview and Schedule

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- Analysis, notice, and documentation to meet California Environmental Quality Act (CEQA) requirements, including:
 - Notice of Preparation (NOP) – Nov. 1, 2007
 - 30-Day NOP Public Scoping Period
 - Scoping Meeting – Nov. 15, 2007
 - Draft EIR – released Oct. 2, 2008 (started comment period)
→ **We are at this point in the study process** ←
 - 45-Day Public Comment Period – ends Nov. 17, 2008
 - Final EIR – estimated January 2009
- Further review and approval of EIR (dates to be determined)
 - Board of Airport Commissioners review and recommendation to Trade, Commerce, and Tourism Committee (TCT) of the LA City Council
 - LA City Council TCT Committee review and approval
 - Full Los Angeles City Council certification of EIR

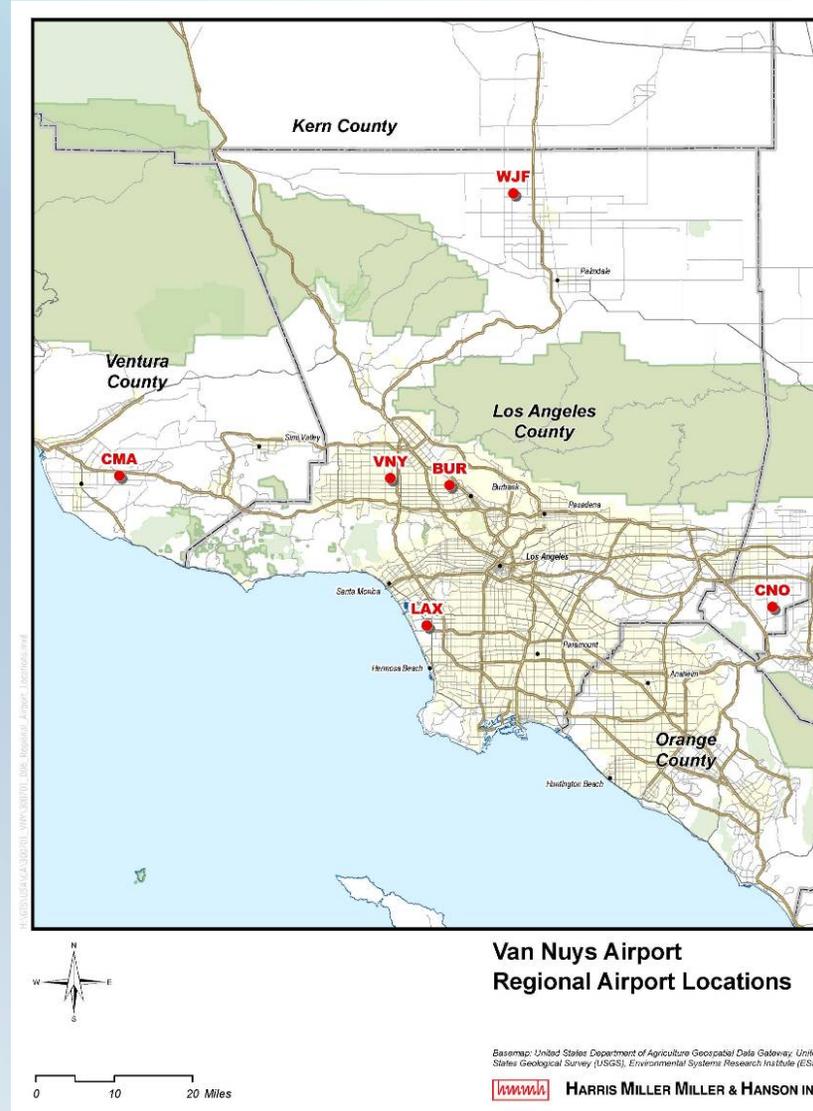


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VNY and Potential Diversion Airports

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- EIR addresses environmental effects at VNY and five airports projected to accommodate diverted operations:
 - Bob Hope Airport (BUR)
 - Camarillo Airport (CMA)
 - Chino Airport (CNO)
 - Los Angeles Internat'l (LAX)
 - Gen. Wm J. Fox Airfield (WJF)
- Draft EIR included in-depth analyses of noise and air quality impacts, with attention to both localized and regional effects





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Other EIR Analyses and Considerations

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- **Project Alternatives:**
 - **Alternative 1 – No Project (CEQA Mandate)**
 - Assumes no phaseout at VNY
 - **Alternative 2 – Phaseout with Stage 3 and 4 Exemptions**
 - Adds exemptions, otherwise is identical to project ordinance
 - Affects a small number of Stage 3 Boeing 727 operations
 - Results in lesser degree of impacts, but still significant
- **Mitigation Measures:** None deemed feasible.
- **Cumulative Effects:** Draft EIR also analyzes combined effects of project with other reasonably foreseeable growth at receiving (“diversion”) airports
- **Draft EIR concludes no impacts to other CEQA-required topics, including:** aesthetics, agriculture, biology, archaeology, geology, hazardous materials, hydrology, land use, recreation, traffic, and utilities



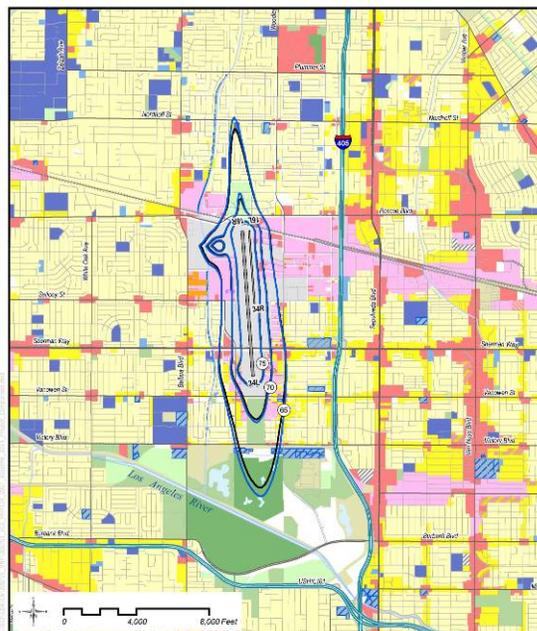
Noise Analysis



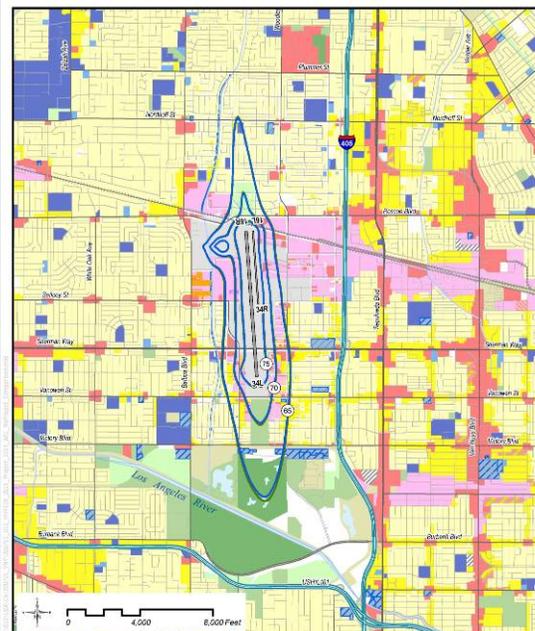


Noisier Aircraft Phaseout CEQA Noise Analysis - VNY

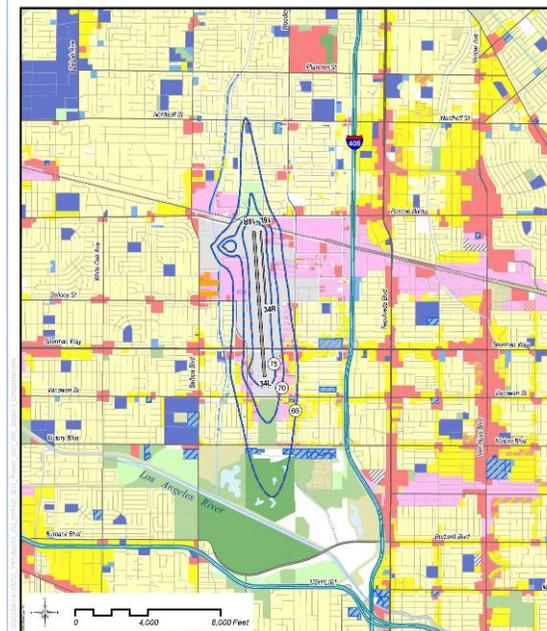
- Changes in Community Noise Equivalent Level (CNEL) from 2007 to 2014 for Proposed Project and alternatives are all below 1.5 dB threshold of significance
- Project reduces CNEL in 2014 compared to Alt. 1 (No Project) and is essentially identical to Alt. 2 (Stage 3 and 4 Exemptions)



Van Nuys Airport
2014 Project CNEL Compared to 2007 Baseline CNEL



Van Nuys Airport
2014 Project CNEL Compared to
2014 Alternative 1 - No Project CNEL



Van Nuys Airport
2014 Project CNEL Compared to
2014 Alternative 2 - Stage 3 and 4 Exemption CNEL





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CEQA Noise Analysis – Diversion Airports

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- Few operations (arrivals plus departures) will be diverted:
 - Maximum shift to BUR: 192 per year (0.5 per day) in 2014
 - Maximum shift to CMA: 113 per year (0.3 per day) in 2014
 - Maximum shift to CNO: 100 per year (0.3 per day) in 2016
 - Maximum shift to LAX: 62 per year (0.2 per day) in 2014
 - Maximum shift to WJF: 260 per year (0.7 per day) in 2016
- Resulting changes in CNEL from 2007 to 2014 and 2016 are below 1.5 dB threshold of significance at all four diversion airports, for Proposed Project and both alternatives
- The analysis of “single event” noise impacts considered average increase of one operation per night (10 pm – 7 am) to be threshold of significance
 - No airport will experience as much as one additional night operation per day, on average



Air Quality Analysis





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CEQA Air Quality Analysis

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- Three air basins are affected by the project
 - South Coast Air Basin (VNY, BUR, LAX, and CNO)
 - South Central Coast Air Basin (CMA)
 - Mojave Desert Air Basin (WJF)
- Project does not entail new aircraft emissions, but transfers existing emissions from one location to another
 - Diversion of operations to BUR, LAX, and CNO transfers emissions within the South Coast Air Basin
 - Diversion of operations from VNY to CMA transfers emissions from the South Coast Air Basin to the South Central Coast Air Basin
 - Diversion of operations from VNY to WJF transfers emissions from the South Coast Air Basin to the Mojave Desert Air Basin



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CEQA Air Quality Analysis

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- Local pollutants were analyzed at all airports, and no threshold exceedences were identified
- Regional pollutants were analyzed where transfers to other air basins would occur (WJF and CMA)
 - Significant project-level impacts were identified for regional pollutants due to the exceedence of thresholds at CMA
 - Significant cumulative impacts were identified for the transfer of local and regional pollutants from the South Coast Air Basin (VNY) to the South Central Coast Air Basin (CMA) and the Mojave Desert Air Basin (WJF)
 - No mitigation is available to reduce project-level and cumulative air quality emissions to less-than-significant levels
- Toxic air contaminant emissions were considered at all airports and determined to be less than significant



Public Comment and Further Public Approvals





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Public Comment and Further Project Approvals

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- Please comment on the Draft EIR by either:
 - Submitting input on the comment form provided tonight
 - Filing electronically at www.lawa.org/vny/vnyEnvironment.cfm
 - Mailing comments to:

Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045
Attention: VNY EIR

Comments must be received by November 17, 2008

- Further EIR public approval steps will include (dates t.b.d.):
 - Board of Airport Commissioners meeting
 - Trade, Commerce, and Tourism Committee of the LA City Council
 - Full City Council meeting