

**Van Nuys Airport  
Quieter Nights Program  
Statistical Update and Summary  
Q1 2022**

June 2022

# Quieter Nights Background

- LAWA implemented the VNY Quieter Nights Program (QNP) in March 2020 to provide relief to residents affected by the change in flight paths due to the FAA's SoCal Metroplex Project.
- Voluntary program intended to reduce nighttime jet operations.
- Encourages *jet* aircraft operators to avoid arrivals and departures 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.
- Because QNP is voluntary there are no “violations” or enforcement mechanisms.
- LAWA's role is to continue to spread awareness and importance of QNP and encourage participation.



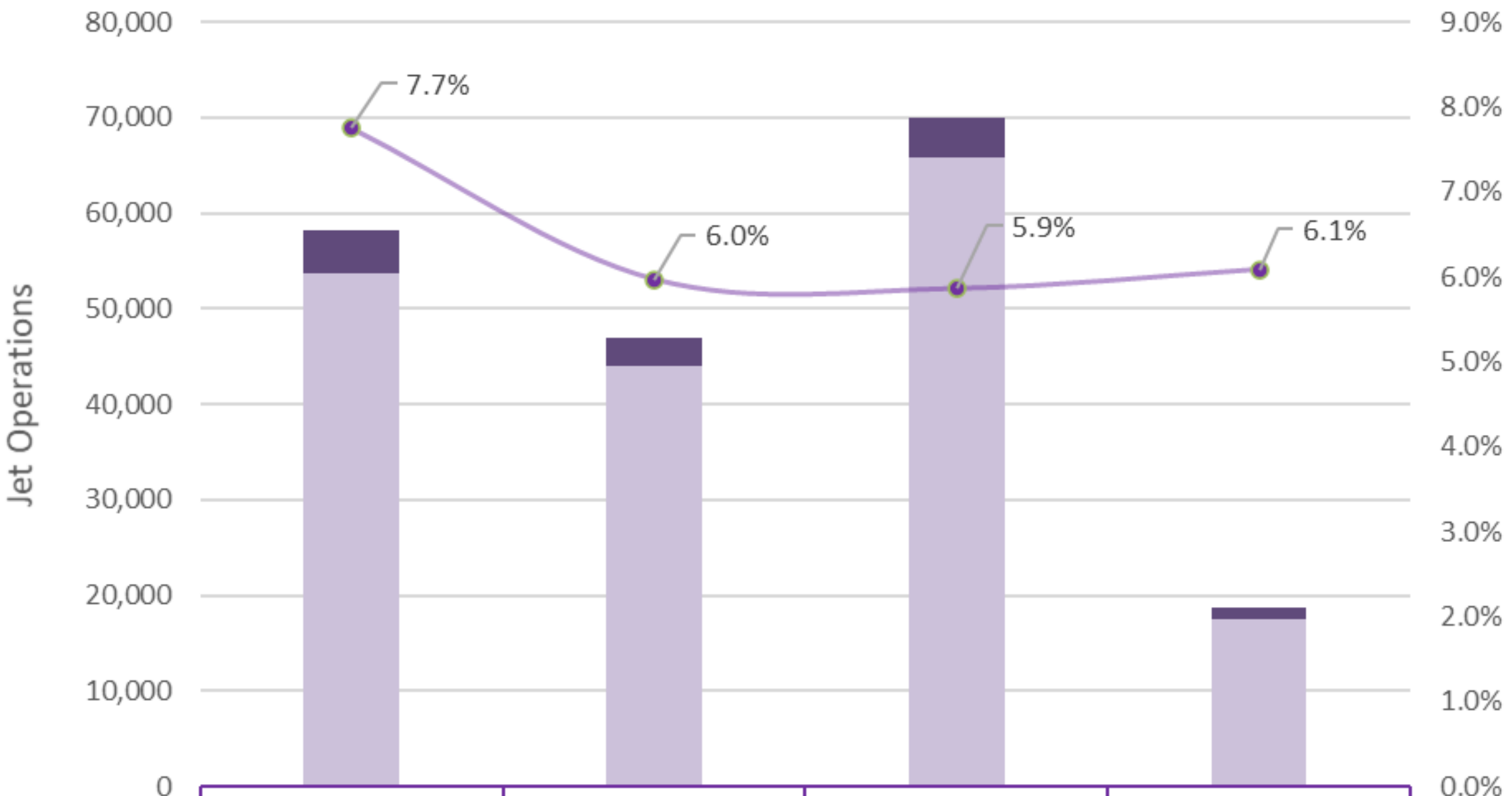
# Quieter Nights Program Milestones

- Launched in March 2020
- Dedicated Quieter Nights Program web page (March 2020) (<https://www.iflyvny.com/vnyquieter nights>)
- VNY airfield signage for pilots (July 2020)
- Program flyers and posters distributed to VNY and itinerant jet operators (August 2020)
- Included in FAA Airport Master Record and Whispertrack (Nov 2020)
- Tenant, operator and industry outreach; digital ad campaign on aircharterguide.com (ongoing)
- Action plans received from nine tenants/operators: Clay Lacy Aviation, Signature Flight Support, Western Jet Aviation, Jet Aviation, Aeroplex/Aerolease Group, Castle & Cooke Aviation, Gulfstream Aerospace, Paramount Pictures and Sun Air Jets
- ***Quieter Nights Program incorporated into VNY Friendly Flyer Awards Program starting 2020: new criteria for jet operators to show a reduction in annual nighttime jet operations vs. 2019***



# Lower % of QNP Operations Despite New “Norm”

VNY Quieter Nights Program  
Nighttime vs. Total Jet Operations

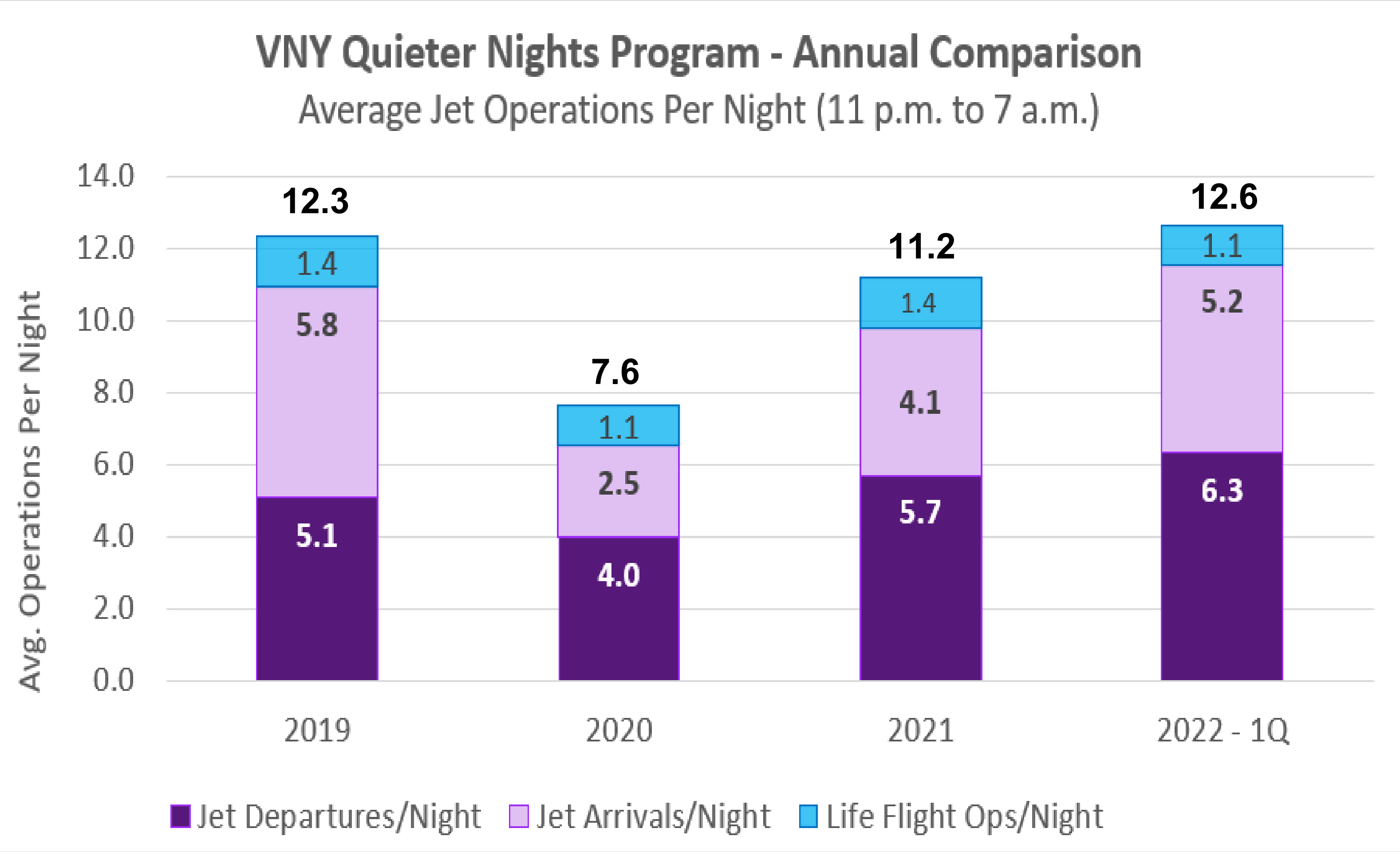


■ Nighttime Jets	4,514	2,797	4,097	1,136
■ Daytime Jets	53,759	44,063	65,810	17,530
● % of Nighttime vs Total Jets	7.7%	6.0%	5.9%	6.1%

- Jet operations at VNY have increased steadily since 2020, exceeding prior years (new "norm")
  - +19.8% in 2021 vs. 2019
  - +20.9% in Q1 2022 vs. Q1 2019
- Similar increases seen at nearly all GA airports across the country (higher demand for chartered business jets)
- Despite new “norm,” nighttime jet operations as a percentage of total jet operations are below 2019 levels despite the overall increased demand for chartered jets:
  - 7.7% in 2019
  - 6.0 % in 2020
  - 5.9% in 2021
  - 6.1% in Q1 2022
- Staff believes this is due to the QNP rollout and continued efforts since 2020 launch



# Statistical Update: 1<sup>st</sup> Quarter 2022 vs. 2019



- With increased total jet operations (new “norm”), average nighttime operations similarly increased in Q1 2022 vs. 2019

- 12.6 average jet ops per night in Q1 2022
  - 12.3 average jet ops per night in 2019

- Nighttime jet operations in Q1 2022 would have averaged 16 per night instead of the current 12.6 if we remained at the 7.7% seen in 2019 versus the current 6.1% of total jet operations. Staff believes this lower percentage is holding due to the QNP.



# QNP Continued Efforts

- Ongoing regular outreach, engagement and promotion of QNP
  - Attended NBAA Schedulers and Dispatchers Conference (SDC) in April 2022 to engage directly with industry on the QNP
    - VNY QNP discussed in training sessions at SDC, including the need to be good neighbors
- Request jet operators reduce the number of flights during the first and last hours (“shoulder” hours) of the QNP period where most operations occur
  - Approximately 46% of all QNP operations occur in the “shoulder” hours
    - 18% - 11 pm to midnight
    - 28% - 6 am to 7 am

