



General Information

- Airport attended continuously.
- Birds on and in the vicinity of airport.
- Runway 16L/34R closed nightly from 2245 to 0600 LCL.
- The Air Traffic Control Tower is closed from 2245 to 0600 LCL; between these hours CTAF procedures are in effect.
- The East traffic pattern altitude is 1800' MSL & the West pattern is 2000' MSL.
- Airport elevation is 799'.
- Magnetic variation is 14° East.
- Airport Reference Point (ARP) N34 12'59"/W118 29'40"
- Airport Operations (818) 442-6506 / 24 hours.
- VNY Administration (818) 442-6500.
- There is no public transient parking.

VNY Noise Abatement Procedures*

From 2200 to 0700 LCL, aircraft with noise levels exceeding 74.0 dBa, as per AC 36-3H are restricted from VNY departures. Between 2200 to 2300 LCL the curfew does not affect Stage III aircraft. Arriving aircraft have no restrictions.

Exceptions:

- Helicopter operations.
- Active military and any government owned and operated aircraft used in law enforcement, emergency, and/or fire and rescue operations.
- Aircraft engaged in medical or life-saving emergency flights (Acceptable evidence must be submitted in writing to VNY management within 72 hours prior to or subsequent to the departure).

* Per 1981 City of Los Angeles Ordinance No. 155,727–“VNY Noise Abatement and Curfew Ordinance”

Compliance with recommended noise abatement procedures is encouraged. No procedure should be allowed to compromise flight safety.

Airport Regulations

- Runways 16L and 16R will be used when the wind is less than 5 knots.
- Low passes or flybys, except for safety checks, are prohibited.
- Formation takeoffs or landings are prohibited.
- Preflight engine run-ups permitted at designated run-up areas for each runway.
- Maintenance run-ups are only permitted at the designated run-up area for Runway 16R and only between the hours of 0700–1900 LCL.
- Simulated in-flight emergencies (e.g. engine failure, etc.) are not permitted in VNY airspace.
- When tower is closed, all aircraft must self-announce on 119.3 prior to landing or departing.

TXL A2 / A3 Procedures

- TXL A2 and A3 not controlled by ATCT.
- TXL A2 used for eastbound taxiing only – one way traffic, follow yellow arrows.
- TXL A3 used for westbound taxiing only – one way traffic, follow yellow arrows.
- Helicopters shall avoid fixed wing traffic.

Arrival and Departure Procedures

During ATC Tower Controlled Operations:

- Standard turns for the left runways are left.
- Standard turns for the right runways are right.
- Non-standard departures or turns upon ATC approval only.

At All Times:

Runway 16L and 16R

After take off, fly runway heading until reaching the flood control basin, then a turn to the assigned course can be initiated.

Runway 34L and 34R

After take off, fly runway heading until reaching 1800' MSL, then a turn to the assigned course can be initiated.

Note: Runway 16L/34R is restricted to aircraft of 14,000 pounds maximum gross landing weight or less.

Intersection Departures

- Intersection departures are not permitted for Turbo-Jet aircraft.
- Runway 16L: Aircraft may depart from Intersection E and any intersection North of that point.
- Runway 16R: Aircraft may depart from Intersection K and any intersection North of that point, excluding the high-speed Taxiway H.
- Runway 34L: Aircraft may depart from Intersection G and any intersection South of that point.
- Runway 34R: Aircraft may depart from Intersection G.

Repetitive Flight Operations

“Touch & Go's” and “Stop & Go's” limited to fixed wing, reciprocating engine aircraft only. The preferred runway for pattern work is 16L/34R. Pattern work may be suspended at any time as deemed necessary by VNY Management, ATC or their designated agents. No person shall engage in repetitive operations in any propeller powered aircraft between the hours of 2200 LCL and 0700 LCL of the following day from June 21 through September 15, and between the hours of 2100 LCL and 0700 LCL of the following day, from September 16 through June 20.

Note: See Noise Ordinance for other restrictions.

Jet Aircraft Operations

- Runway 16R/34L is the preferential runway for all operations.
- The full length of Runway 16R/34L will be used for departures.
- Repetitive operations, pattern work and flight training are not permitted within the airport traffic area and over airport property.

Helicopter Operations

- Departures will climb to 1300' MSL prior to departing airport property.
- Arrivals maintain 1300' MSL until reaching airport property.
- Runway crossings will be made midfield at an altitude stipulated by the ATCT.
- Whenever possible, operators will avoid flights over residential areas.
- Repetitive operations, pattern work and flight training are not permitted within the airport traffic area and over airport property.
- Request one of six routes when arriving/departing from airport.



Frequencies & Airport Layout

SOCAL Approach Frequencies:

Arriving from:

Northeast	120.4
East	135.05
Southeast	124.6
Southwest	134.2
Northwest	120.4

Radio Aids to Navigation

ILS	111.3 (rwy 16R)
VOR	113.1 (on field)
DME	Channel 78

Approaches:

ILS	LDA
VOR	GPS
VOR/DME	

Communication Frequencies

Tower:

Runway 16L/34R 120.2

Runway 16R/34L 119.3

Ground 121.7

AWOS 113.1 (VOR)
(818) 904-9213

ATIS 127.55
(818) 780-4993

CTAF 119.3
(When Tower is Closed)

Helicopter 119.0
(TXPNDR 1204)

Clearance
Delivery 126.6

Hawthorne FSS 122.5
122.35
(800) WX-BRIEF

