

VAN NUYS

KVNY

Elevation 802'

Van Nuys, California

[Airport Website](#)

Airport Overview

Van Nuys is the most recognized general aviation gateway to the LA metropolitan complex. There are two parallel runways 16R/34L, and 16L/34R. 16L is only 4000 ft long and is typically reserved for small piston aircraft and helicopter traffic during normal operations. The taxiways are orientated in such a way that sharp turns into and out of some of the FBO ramps are necessary. Parking is also limited on the field making maneuvering on the surface a challenge. Due to this, aircraft are routinely positioned off the flight line, even during a “quick turn” which can lead to rushed operations and easily avoided mishaps. Extra time for ramp operations is imperative when scheduling into and out of Van Nuys. There are several SID’s that require immediate turns to avoid either terrain, or the arrivals/ departures into nearby airports. Positioning crews into and out of VNY is made simple by the proximity to Burbank (KBUR).



Longest Runway	Lowest Published Approach Minimums
<p>RWY 16R/34L:</p> <p>8,001 ft x 150 ft</p>	<p>ILS Z/ 16R:</p> <p>1095 ft RVR 40 (300 & 3/4)</p>



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
16R	Asph	HIRL, MALSR, PAPI-R	8,001 ft	150 ft	6,570 ft	3.5/ 49'	802 ft
34L	Asph	HIRL, PAPI-R	8,001 ft	150 ft	7,261 ft	3.0/ 54'	746 ft
16L	Asph	MIRL	4,013ft	75 ft	2,582 ft	Not Avail	800 ft
34R	Asph	MIRL, VASI	4,013 ft	75 ft	3,906 ft	3.25/ 26'	772 ft

Thld dsplcd RWY 16R 1,432 ft;

Thld dsplcd RWY 16L 1,434 ft.

Approach Review

16R	34L	16L	34R
ILS; ILS-Z; LDA, VOR-A/B	LDA, VOR-A/B	LDA (NA at night); VOR-A/B	LDA; VOR A/B

ATC

TOWER: 119.30/120.20 mhz



Yes



No

Notes:

16R/34L Load Bearing: S-90 D-120 ST-210

16L/34R Load Bearing: S-14

Extreme noise sensitive area. Noise Ordinance Curfew: No tkf for acft exceeding 74 DBA (PER AC36-3) between 0600-1500Z±, except military, mercy flights and law enforcement acft .

Rwy 16L and Rwy 16R no turns before the flood basin, unless directed by twr. Rwy 34L and Rwy 34R no turns before reaching 1800' MSL unless directed by twr.

No acft may arrive or depart the arpt whose AC36-3 tkof noise level equals or exceeds 77 DBA.

Jets: Avoid dep and arr btn 11 pm and 7 am to rdc noise over community.

Turbine/jet aircraft operators are requested to use NBAA noise abatement program procedures or comparable procedures of aircraft manufacturer

AF/D Notes of Interest

- Airfield closed to air carrier ops
- When tower is closed aircraft must self announce on 119.3
- 16R Left TRFC when tower is closed
- Helicopters ctc twr for apch-dep routes
- All JET aircraft must use full runway length for Departure unless otherwise directed by ATC
- Taxiway A1 West Bound ONLY; A2 East Bound ONLY
- Taxiway A south of Taxiway P aircraft with wingspan over 100ft will encroach on RWY 16R-34L
- Taxiways A1, A2, A3 are not visible from ATCT
- All pilots requested to contact ATCT at checkpoint 1 on taxiway A2 when taxi out from NW airfield



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Terrain/Obstacles

- Terrain in all northern quadrants
- Highest tower in Class D located due south of the airfield at 311 ft AGL

Safety Factors

Terrain
 Congested Airspace
 Noise Abatement Procedures
 Parallel runways of different lengths
 Portions of Airfield unobserved by ATCT
 Marine Layer Fog
 Haze/ Smoke during Summer ops
 Congested taxiways and tight parking
 Student/ Flight Training activities

Accident/incident History

A search of available databases during a two year query revealed several returns. Two common causes were identified. Potential CFIT events due to fatigue combined with mountainous terrain, frequent IMC and non precision approaches. The second issue was NMAC events due to light aircraft/ training aircraft operating in close proximity to fast moving jet aircraft. The lack of experience combined with an astronomical difference in performance capabilities requires enhanced vigilance. These two events are exacerbated when viewed in conjunction with the close proximity to other LA area airports, and the general congestion over LA's air-space.

FAA Wildlife database : 55 reports Caution is advised.

Reference Documents (Double-Click on icon to re-

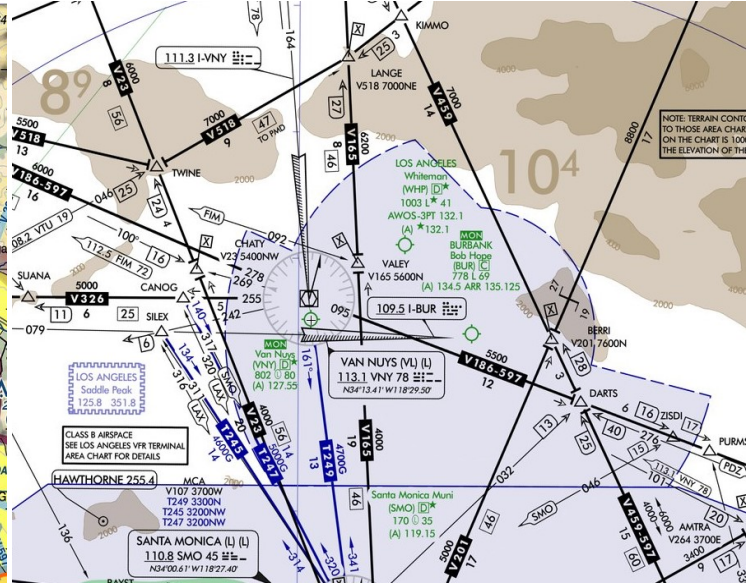
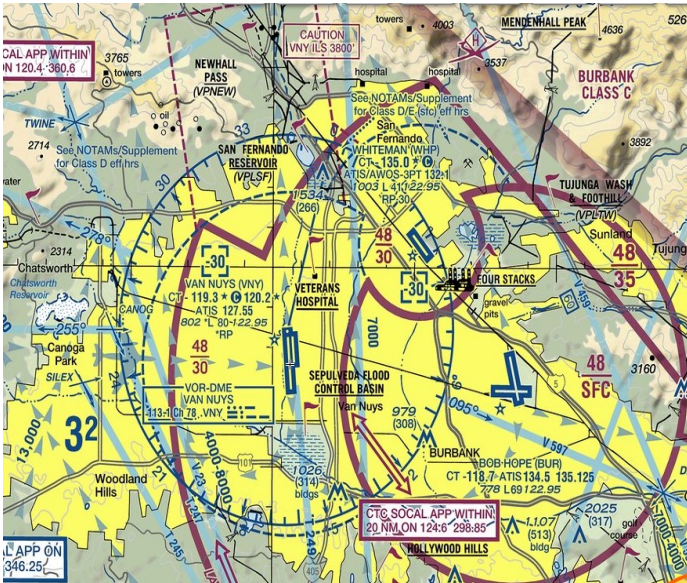
(AFD)

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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Terrain	
Congested Airspace	
Noise Abatement Departures	
Parallel runways of different length	
Portions of airfield unobserved by ATCT	
Marine Layer Fog	
Summer Haze/Smoke	
Tight Parking/ Taxi Difficulty	
Student/ Flight Training Traffic	