

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: SID	Estimated Chart Date: 05/14/2026	APWS Task ID: 9A5726CCD8674071ADF8B8C843E88F55	APWS Project ID: B850329AB4DF4CE4AED181382ACF5691
Procedure: SID NEWHALL TWO		Enroute: YES	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KVNY			Airport City: VAN NUYS		State: CA
Facility ID: VNY	Facility Type: VOR_DME	Flight Inspection Remark Type:			
<p>Procedure Comments: ACTIVE AIRPORT DATA USED.</p> <p>REMOVED VCV VOR/DME DUE TO DECOMMISSIONING.</p> <p>WAIVERS: TWO EA WAIVERS ON FILE CARRIED FORWARD.</p> <p>CONTACT: RAKE MCGRAW (AJV-A422), 405.954.8711.</p> <p>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.</p> <p>03/02/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/29/2026.</p> <p>8260-15B: 1. TRANSITION ROUTES: UPDATED TRANSITION NAME FROM "DAGETT" TO "DAGGETT."</p> <p>8260-2: ETHER 1. FIX MAKE-UP FACILITIES: FAC 3 TYPE UPDATED FROM "VOR/DME" TO "VOR." 2. HOLDING: REMOVED PAT 3 AND ALL ASSOCIATIONS. 3. HOLDING: UPDATED PAT 2 265 KIAS CONTROLLING OBSTACLE FROM "4320 AAO 344423.90N/1173340.90W 6A" TO "4308 AAO 344415.00N/1173330.00W 4B." 4. HOLDING: ADDED PAT 2 200 KIAS CONTROLLING OBSTACLE "4183 344218.00N/1173430.00W 4B." 5. FIX USE: REMOVED VCV VOR/DME RWY 17 AND SMO PEEER (RNAV) DP.</p> <p>03/19/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/29/2026.</p> <p>8260-15B: 1. TRANSITION ROUTES: UPDATED COURSE FROM PMD VORTAC TO ETHER FROM "067.40 (DAG R-238)" TO "067.40 (PMD R-067)" AND FROM ETHER TO DAG VORTAC FROM "058.37 (PMD R-067)" TO "058.37 (DAG R-238)"</p>					

QUALITY
42
CHECKED



1. FLIGHT PROCEDURE IDENTIFICATION:

VAN NUYS, CA
VAN NUYS (KVNY)
NEWHALL DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The departure incorporates a maximum altitude restriction that does not provide 1000' of ROC over potential obstacles. Order 8260.46F, Paragraph 2-1-1e(1c): When an ATC facility has requested an "at or below" altitude restriction at a fix, ensure that the requested altitude meets all obstacle clearance (ROC) requirements as well as other criteria design standards.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

All straight-in approach procedures to Burbank's Bob Hope Airport (KBUR) directly overfly KVNY. The check altitude for the KBUR, ILS approach to RWY 8, over BUDDE OM (Located on KVNY airport) is 2753 feet MSL. The "At or Below 1750" feet MSL altitude restriction (At VNY 1.5 DME South/DER/FIM R-101) ensures 1000 feet of separation between departure aircraft and KBUR Arrivals.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The "At or Below" altitude fix is located over the DER. RADAR is required and charted on the departure. The 1750' MSL "At or Below" altitude is 1004.3' above the DER and ≥ 897' above all obstacles within 0.5 NM of the RWY 16 DER. All obstacles with less than 1000' of ROC are clear of airport and departure OCS surfaces or identified as low close in obstacles.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- a) Build the procedure without an "At or Below" restriction. – Lack of a hold down would force KVNY and KBUR to operate as a single airport due to sequencing. This would significantly impact the number of operations for both airports and decrease safety of flight.
- b) Build the "At or Below" restriction based on visual reference to the DER. – This would require a 1000 – 1 5/8 weather minima. These minima would render the procedure highly ineffective for the traffic at KVNY.
- c) Select another location for the hold down altitude. 1750 is necessary to separate from KBUR traffic. Placing the Hold down any further from DER would place the restriction much closer to the terrain south of the airport in an area with trees and obstructions that are not controlled by the airport.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS/AWO (Chris Harris), KVNY ATCT, ATA, ALPA, AOPA, NBAA, ZLA, SOCAL APP/DEP CON, APT MGR, OR AERO DIV

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
6/10/19	AJV- A4	Manager

SIGNATURE
Lonnie Everhart

Digitally signed by
DAVID TEFFETELLER
Jun 10, 2019

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Fri Nov 8 2019 07:14:12 GMT-06:00:00 (Central Standard Time)

INFORMATION ONLY

1. FLIGHT PROCEDURE IDENTIFICATION:

VAN NUYS, CA
VAN NUYS (KVNY)
NEWHALL DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58A Paragraph 5-6-3. SID including vector legs. SID may start with an RNAV route that has a manual termination followed by vectors to join an RNAV route (Open SID).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to use conventional criteria in lieu of RNAV criteria for segments before and after the Radar Vector (RV) portion of the the procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

All criteria in paragraph 5-6-3 will be adhered to except for the conventional replacement before and after. Approved 8260.3D departure construction criteria will be used for all segments prior to the RV segment. Approved 8260.3D Enroute construction criteria will be used for segments following the RV segments. Only headings that coincide with the established DVA will be allowed until the aircraft is above the MVA. Where climb gradients are required on either a SID or the DVA, all CGs will match and be equivalent to the greatest CG required.

ATC will provide RADAR vector guidance to the Initial FIX (IF) and ensure the aircraft is correctly established on the conventional segment following the IF before discontinuing RADAR Control.

The procedures will be annotated RADAR required.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Changing the departure routes to use pilot controlled conventional routing. Due to Arrivals into Burbank, CA (KBUR) continuously overflying KVNY, allowing pilot to fly a defined PCG route creates a dangerous conflict with the KBUR traffic. ATC guidance on when and where to turn northbound is essential. Allowing aircraft to proceed straight ahead until above KBUR traffic puts the departure into the middle of the north downwind to KLAX. Radar Vektored SIDs are the only feasible departure routing from this airport.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS/AWO (Chris Harris)
SoCal TRACON
KVNY ATCT
WSC Safety Office

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
07/11/19	AJV-A4	Manager, IFP Group

SIGNATURE
Lonnie Everhart

Digitally signed by
DAVID TEFFETELLER

Jul 11, 2019

8. AFS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Fri Nov 8 2019 07:14:12 GMT-06:00:00 (Central Standard Time)

OLD

**TOP ALTITUDE:
ASSIGNED BY ATC**

EDWARDS
116.4 EDW
Chan 111

DAGGETT
113.2 DAG
Chan 79

VICTORVILLE
109.05 VCV
Chan 27(Y)

PALMDALE
115.55 PMD
Chan 102(Y)

VAN NUYS
113.1 VNY
Chan 78

LOS ANGELES
113.6 LAX
Chan 83

LAKE HUGHES
114.35 LHS
Chan 90 (Y)

FILLMORE
112.5 FIM
Chan 72

VENTURA
116.55 VTU
Chan 112(Y)

ATIS
127.55
CLNC DEL
126.6 239.0
CPDLC
GND CON
121.7
SOCAL DEP CON
124.6 298.85

(NUAL1, IPIHO) 24025
NEWHALL ONE DEPARTURE

AI-552 (FAA)

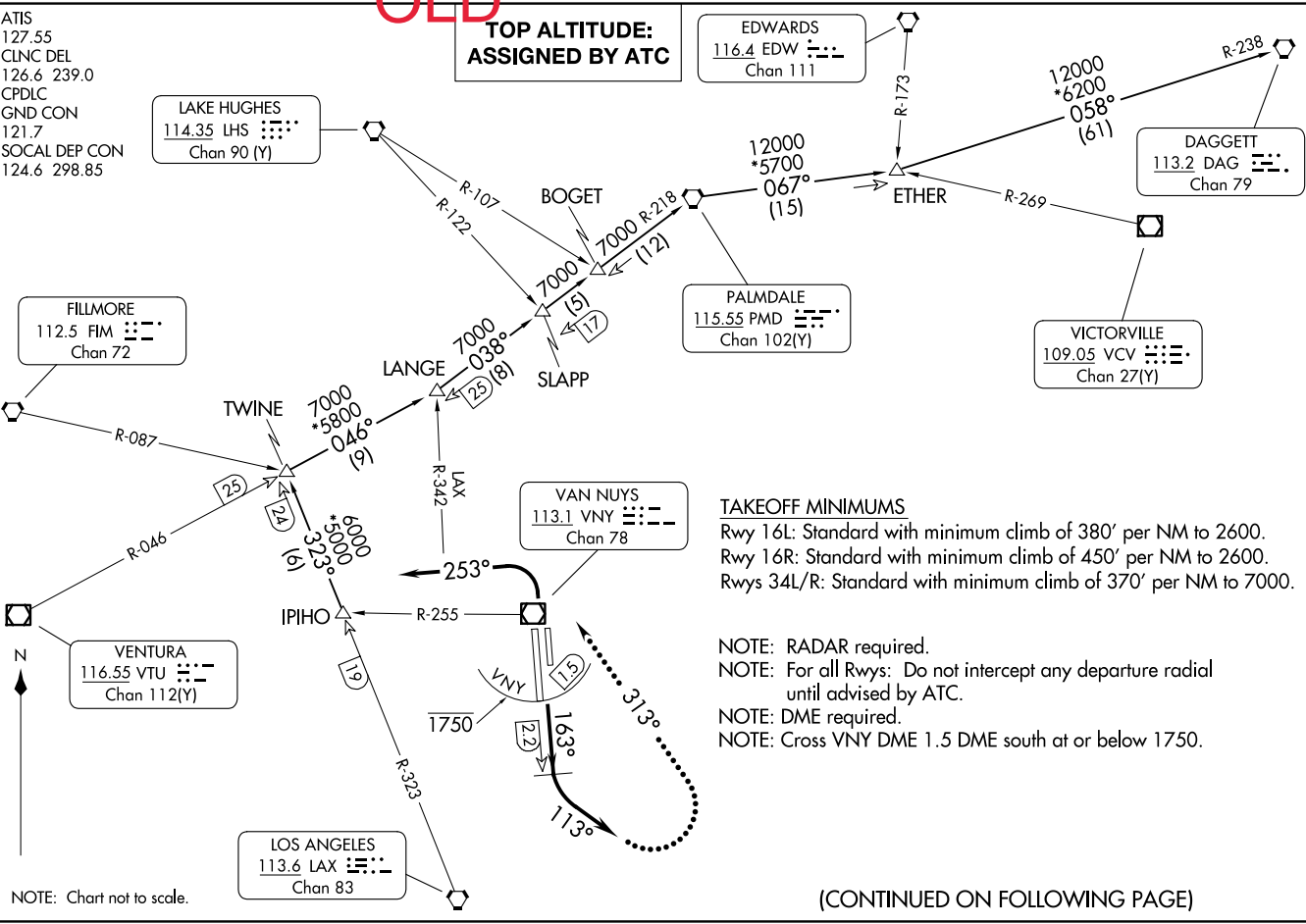
VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

TAKEOFF MINIMUMS

Rwy 16L: Standard with minimum climb of 380' per NM to 2600.
Rwy 16R: Standard with minimum climb of 450' per NM to 2600.
Rwys 34L/R: Standard with minimum climb of 370' per NM to 7000.

- NOTE: RADAR required.
- NOTE: For all Rwys: Do not intercept any departure radial until advised by ATC.
- NOTE: DME required.
- NOTE: Cross VNY DME 1.5 DME south at or below 1750.

(CONTINUED ON FOLLOWING PAGE)



NEWHALL ONE DEPARTURE
(NUAL1, IPIHO) 30JAN20

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to IPIHO, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO thence. . . .

. . . .on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 5 DME from VNY VOR/DME, Rwys 16L/R; turn left heading 313° to intercept the LAX R-342; and continue the published procedure.

DAGGETT TRANSITION (NUAL1.DAG): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC, then on PMD R-067 to ETHER, then on DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL1.PMD): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC.

SW-3, 02 OCT 2025 to 30 OCT 2025

SW-3, 02 OCT 2025 to 30 OCT 2025

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: SID	Date Open: 11/08/2018	Task #: 2018102212250201002	Request #: 20181022122502
Procedure: SID NEWHALL ONE VAN NUYS CA KVNY			Airport ID: KVNY	Airport: VAN NUYS	Reimbursable #: NO	
City: VAN NUYS	ST: CA	GPS #:	Estimated Chart Date: 12/05/2019		FICO #: 1228908	
Fac ID: N/A		Fac. Type:		Specialist: DIANE LAIR		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	12/17/2018	08/12/2019	DAVID TEFFETELLER			
QA:	08/12/2019	08/19/2019	ANDI LAU			
Liaison:	05/30/2019	05/31/2019	MARY MCDONALD			
Procedure Comments:		ENROUTE	Remark Type: INFORMATION			
<p>WAIVERS PERTAINING TO ORDER 8260.46F, PARA 2-1-1E(1)(C), AND ORDER 8260.46F, PARA 2-1-1F(2) INCLUDED. REQUEST FLIGHT INSPECTION VERIFICATION OF FIM R-101 AT DER (VNY 1.5 DME) IS SUITABLE FOR NAVIGATION. CONTACT: LONNIE EVERHART 405-954-4576/DAVID TEFFETELLER 202-267-5177</p> <p>10/18/19 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/11/19.</p> <p>1. CHANGED DP ROUTE DESCRIPTION FROM TAKEOFF RWY 16L/R: CLIMB ON HEADING 163.00 UNTIL VNY 2.2 DME, THEN CLIMBING LEFT TURN HEADING 113.00, THEN EXPECT RADAR VECTORS TO IPIHO... TAKEOFF RWY 34L/R: CLIMBING LEFT TURN HEADING 253.00, EXPECT RADAR VECTORS TO IPIHO...TO TAKEOFF RWY 16L/R: CLIMB ON HEADING 163.00 UNTIL VNY 2.2 DME, THEN CLIMBING LEFT TURN HEADING 113.00, FOR RADAR VECTORS TO IPIHO, THENCE... TAKEOFF RWY 34L/R: CLIMBING LEFT TURN HEADING 253.00, FOR RADAR VECTORS TO IPIHO, THENCE... - AFS REQUEST.</p> <p>2. CHANGED DP ROUTE DESCRIPTION LAST SENTENCE FROM: ...THEN ON (TRANSITION) OR (ASSIGNED ROUTE). MAINTAIN ATC ASSIGNED ALTITUDE, EXPECT FILED ALTITUDE/ FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE TO ...ON (TRANSITION) OR (ASSIGNED ROUTE). MAINTAIN ATC ASSIGNED ALTITUDE, EXPECT FILED ALTITUDE/ FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE - AFS REQUEST.</p> <p>3.CHANGED REMARKS: CHART PHRASE: EXPECT RADAR VECTORS IN ALL CAPS IN GRAPHIC NARRATIVE FOR RWY'S 16L/R AND 34L/R IN DP ROUTE DESCRIPTION TO REMARKS: CHART PHRASE: FOR RADAR VECTORS IN ALL CAPS IN GRAPHIC NARRATIVE FOR RWY'S 16L/R AND 34L/R IN DP ROUTE DESCRIPTION - AFS REQUEST.</p> <p>4. CHANGED REMARKS: USE OF EXPECT RADAR VECTORS TERMINOLOGY USED AT ATC REQUEST TO ENHANCE FLIGHT SAFETY TO REMARKS: USE OF FOR RADAR VECTORS TERMINOLOGY USED AT REQUEST OF ATC TO ENHANCE FLIGHT SAFETY - AFS REQUEST.</p>						



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis
- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: ___ Van Nuys Airport _____

Instrument Flight Procedure(s):

ADAMM DEPARTURE, CANOGA DEPARTURE, NEWHALL DEPARTURE

Project is to increase the at or below departure crossing altitude from 1700 to 1750 to make all departures commensurate. Recode the procedure as to not include a DF leg between the Vector segment and the Initial fix (IF) afterward. The procedure will have no Track or Altitude changes except for the increase to to 1750. Aircraft are incorrectly turning direct to the IF without ATC instruction. This puts aircraft in dangerous proximity to KBUR inbound aircraft. Removing the DF coding is anticipated to alleviate this issue.

Requestor Name and Phone Number:

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- Diverse Vectoring Areas (DVA) without a prescribed heading
- Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- Changes to and/or additional Lines of Minimum
- Altitude increases
- IFR Takeoff Minimums and (Obstacle) Departure Procedure:
 - Only close in obstacle notes
- Minimum Safe Altitudes

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

Emergency Actions (Paragraph 5-6.5j)

- Missed approaches and/or Missed approach holding patterns
- Changes to circling areas
- Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

- Name changes (Airport, Fix, Procedure, etc.)
- Adding, amending, removing notes to procedures
- Magnetic Variation (MagVar) adjustments
- Visual Climb Over Airport (VCOA) without a route
- Coding changes with no track/altitude changes
- Cancellation of IFPs not currently being flown and removal of NDB

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

- 5-6.5 i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.
- 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.
- 5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

CATEGORICAL EXCLUSION DETERMINATION:

The applicability of Categorical Exclusion 5-6.5 k___ for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

2. The action is not a smaller subset of a larger action.
3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Signed: RYAN WADE WELLER Date: 12/12/2018

Digitally signed by RYAN WADE WELLER
Date: 2018.12.12 10:47:38 -08'00'

FIPC BASIC FORM

PROCEDURE: SID,NEWHALL,ONE,VAN NUYS,CA,KVNY,!		AIRPORT NAME: VAN NUYS		AIRPORT ID: KVNY	SPECIAL CONTROL NO: SP-06-005-19
FAC ID: NUAL1		CITY: VAN NUYS		ST: CA	ORIG CHART DATE: 10/10/2019
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 2018102212250201002	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<input type="checkbox"/> YES <input type="checkbox"/> NO
	CPV COMPLETE?

PROCEDURE RESULTS

INSPECTION DATE: 06/25/2019	CREW #: VN235	N #: N81	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: thomas e molokie @ 06/25/2019 18:23		PRINTED NAME: MOLOKIE, THOMAS EDWARD		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
 VNY/DME Flown Satisfactory

 FIM R-101 unsat for signal strength

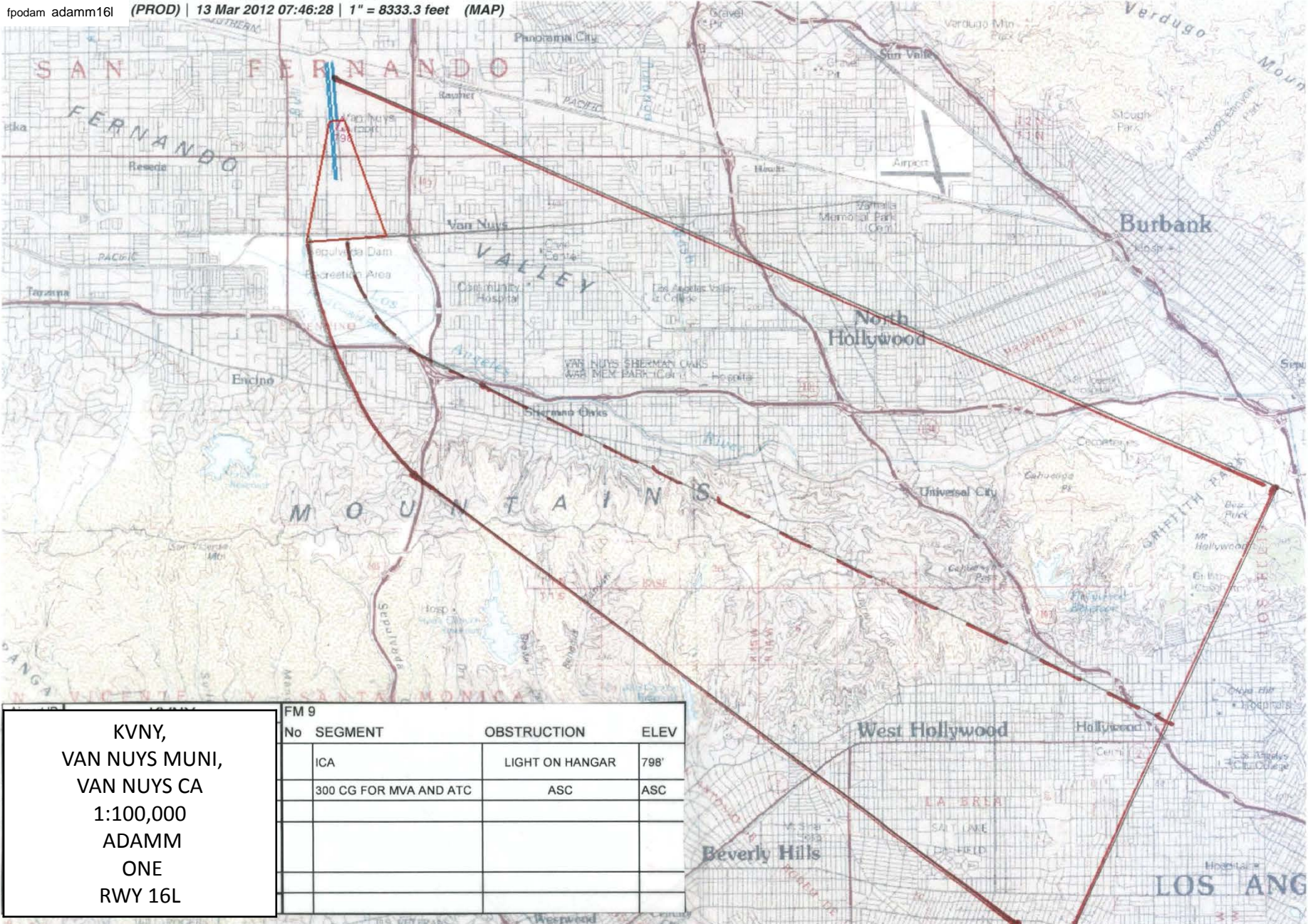
 Satisfactory with the following change Delete all references to FIM R-101

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14
 FT 0 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000

fpodam adamm16l (PROD) | 13 Mar 2012 07:46:28 | 1" = 8333.3 feet (MAP)



KVNY,
 VAN NUYS MUNI,
 VAN NUYS CA
 1:100,000
 ADAMM
 ONE
 RWY 16L

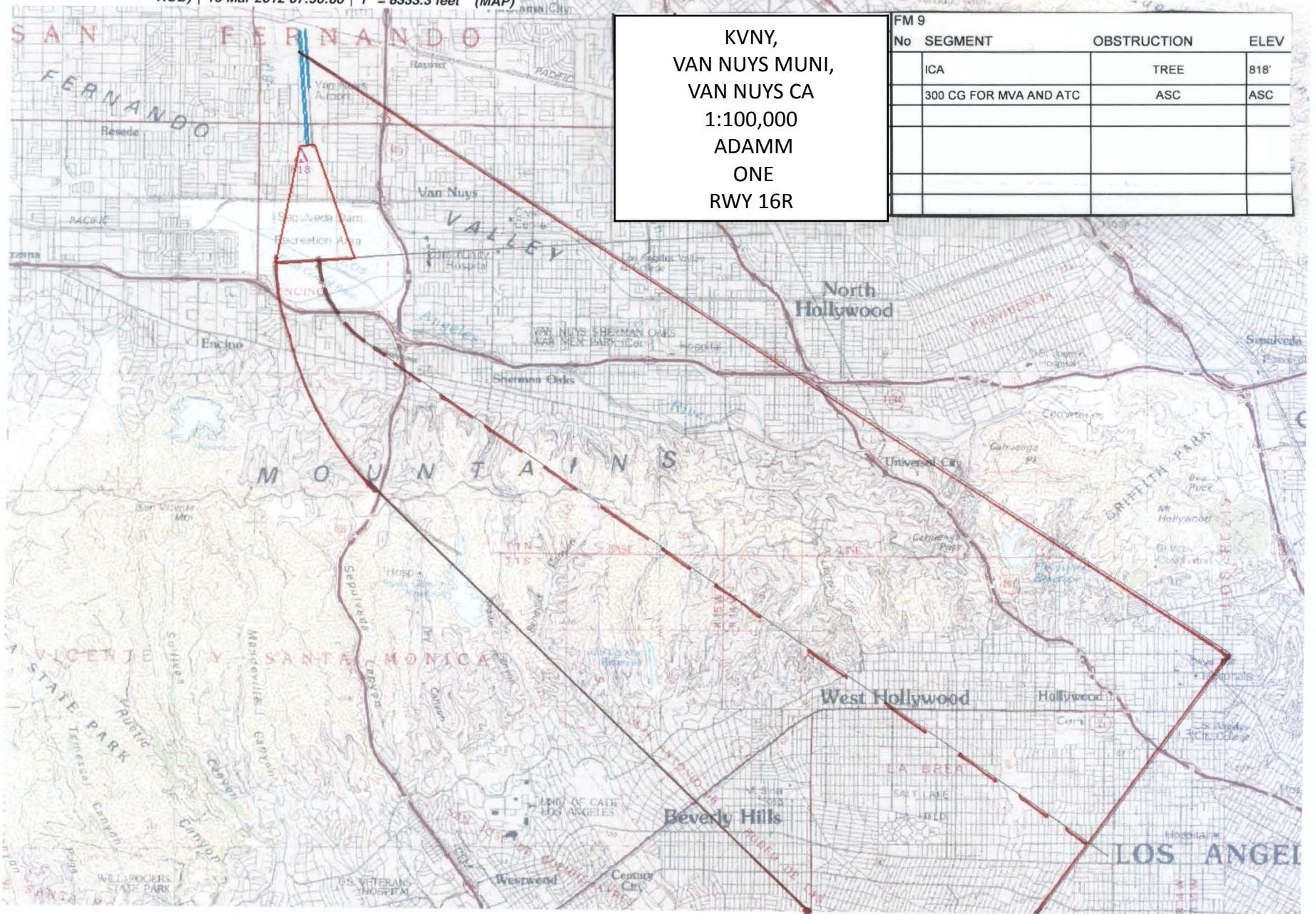
FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
	ICA	LIGHT ON HANGAR	798'
	300 CG FOR MVA AND ATC	ASC	ASC

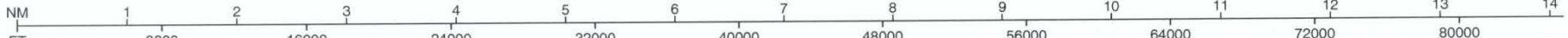
NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14

fpodam adamm16r | 'ROD | 13 Mar 2012 07:56:06 | 1" = 8333.3 feet (MAP)

KVNY,
VAN NUYS MUNI,
VAN NUYS CA
1:100,000
ADAMM
ONE
RWY 16R

FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
	ICA	TREE	818'
	300 CG FOR MVA AND ATC	ASC	ASC

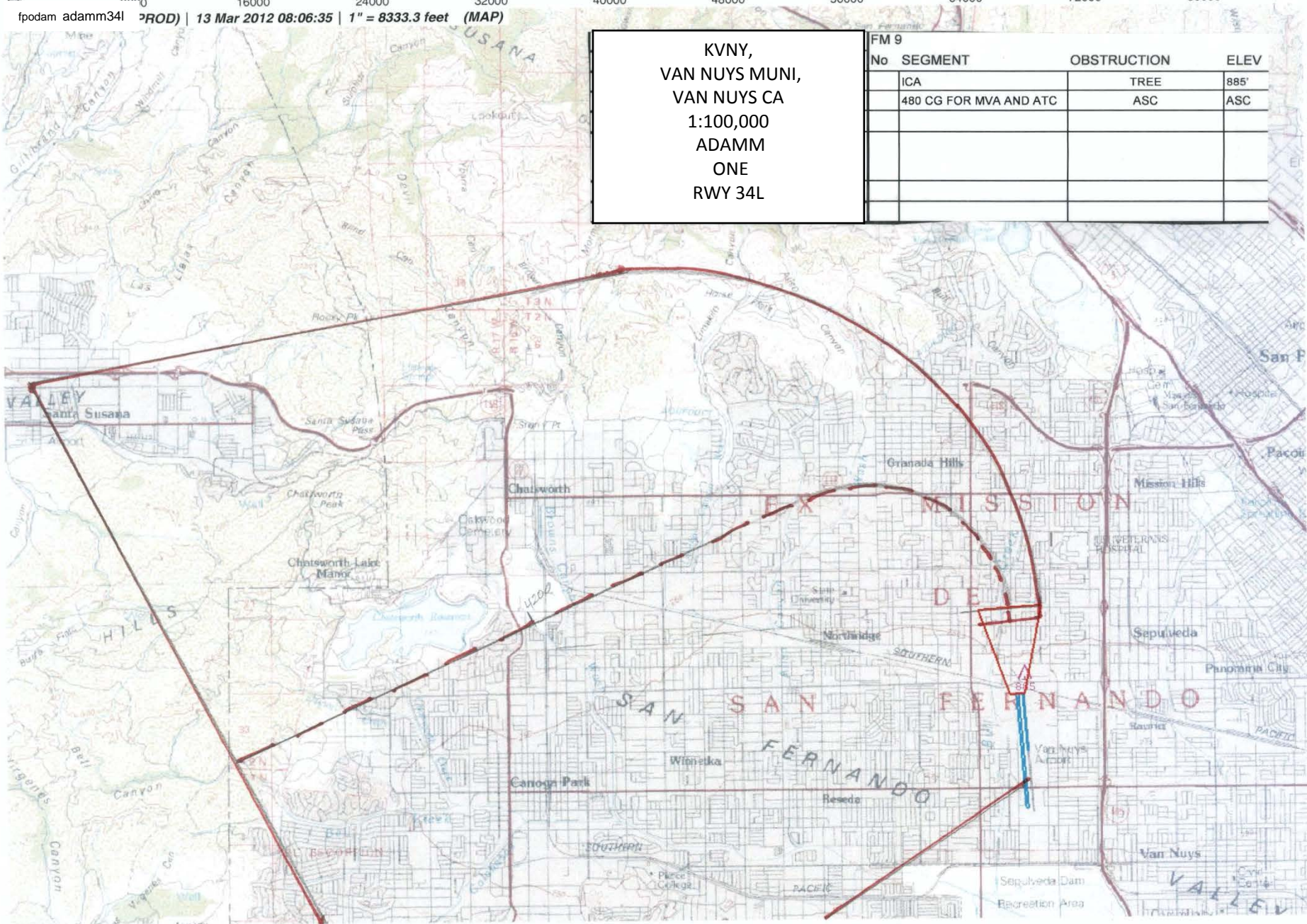




fpodam adam34 | PROD | 13 Mar 2012 08:06:35 | 1" = 8333.3 feet (MAP)

KVNY,
VAN NUYS MUNI,
VAN NUYS CA
1:100,000
ADAMM
ONE
RWY 34L

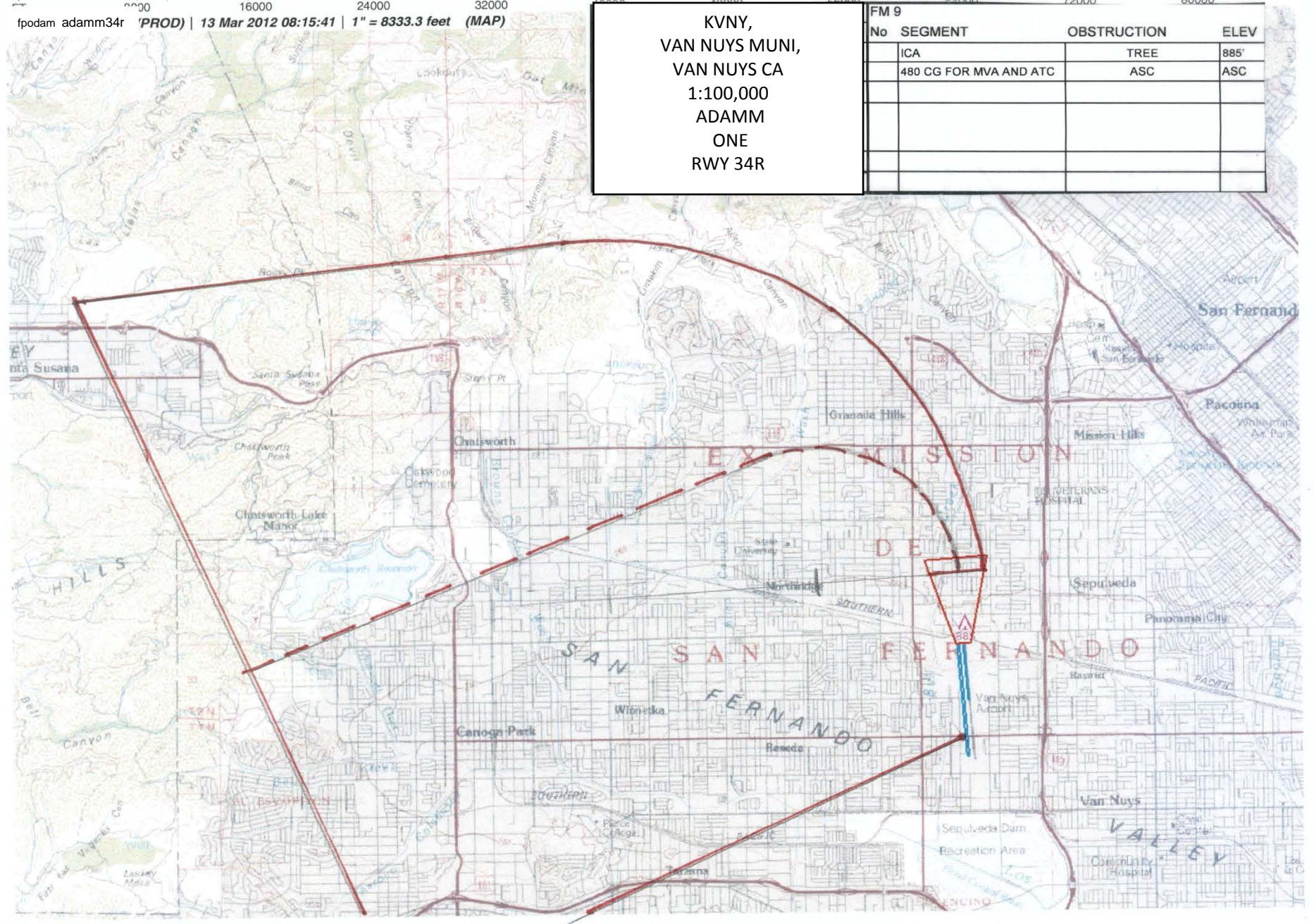
FM 9			
No	SEGMENT	OBSTRUCTION	ELEV
	ICA	TREE	885'
	480 CG FOR MVA AND ATC	ASC	ASC

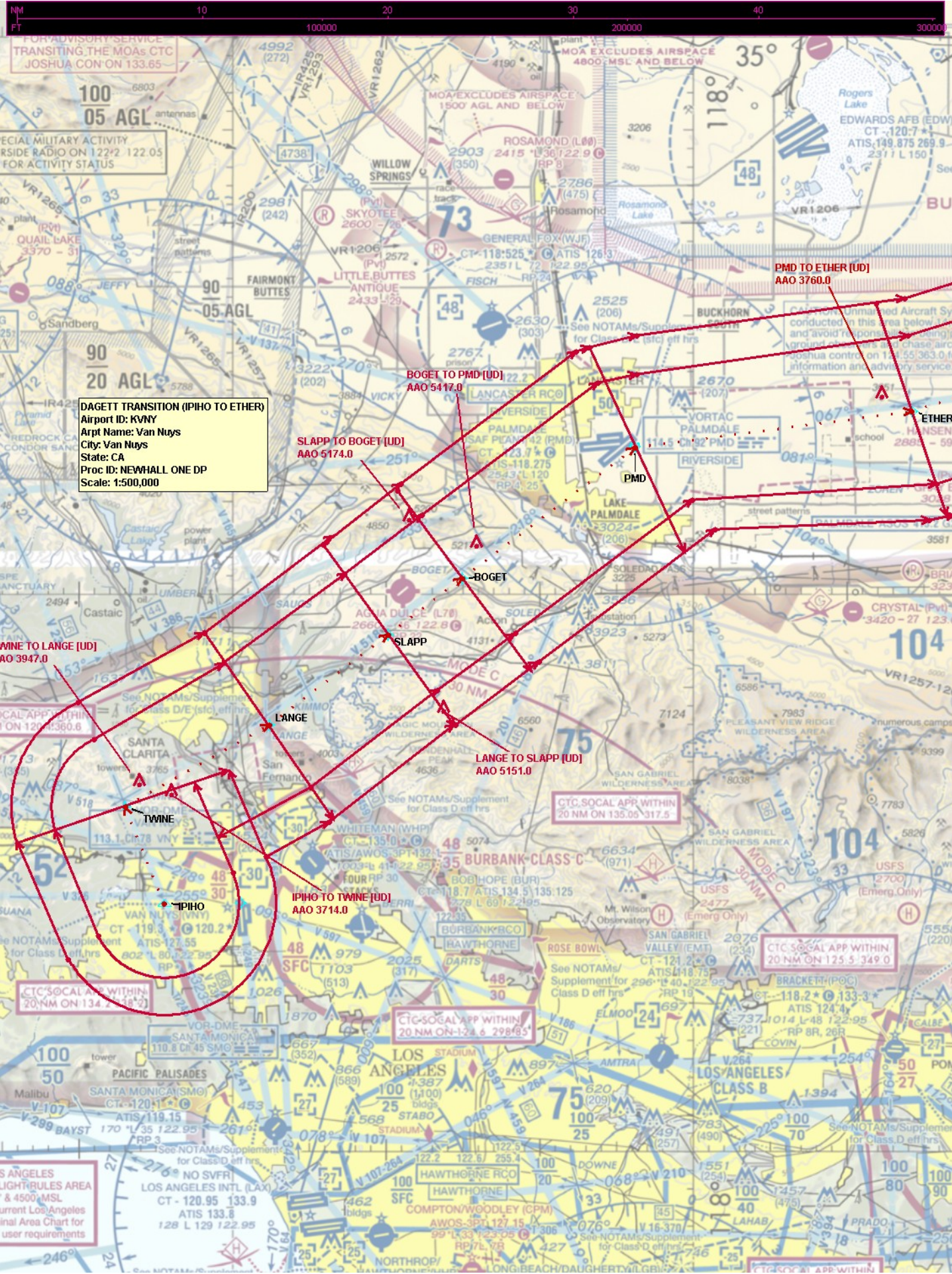


fpodam adamm34r (PROD) | 13 Mar 2012 08:15:41 | 1" = 8333.3 feet (MAP)

KVNY,
VAN NUYS MUNI,
VAN NUYS CA
1:100,000
ADAMM
ONE
RWY 34R

FM 9		OBSTRUCTION	ELEV
No	SEGMENT		
	ICA	TREE	885'
	480 CG FOR MVA AND ATC	ASC	ASC





FOR ADVISORY SERVICE
TRANSITING THE MOAs CTC
JOSHUA CON ON 133.65

SPECIAL MILITARY ACTIVITY
SIDE RADIO ON 122.2 122.05
FOR ACTIVITY STATUS

DAGETT TRANSITION (IPIHO TO ETHER)
Airport ID: KVN
Arprt Name: Van Nuys
City: Van Nuys
State: CA
Proc ID: NEWHALL ONE DP
Scale: 1:500,000

PMD TO ETHER (UD)
AAO 3760.0

BOGET TO PMD (UD)
AAO 5417.0

SLAPP TO BOGET (UD)
AAO 5174.0

WINE TO LANGE (UD)
AO 3947.0

LANGE TO SLAPP (UD)
AAO 5151.0

IPIHO TO TWINE (UD)
AAO 3714.0

CTC SOCIAL APP WITHIN
20 NM ON 134.6 118.2

CTC SOCIAL APP WITHIN
20 NM ON 124.6 298.65

CTC SOCIAL APP WITHIN
20 NM ON 125.5 349.0

S ANGELES
LIGHTS RULES AREA
& 4500' MSL
Current Los Angeles
Initial Area Chart for
user requirements

LOS ANGELES
NO SVFR
LOS ANGELES INTL (LAX)
CT - 120.95 133.9
ATIS 133.8
128 L 129 122.95

CTC SOCIAL APP WITHIN

Periodic Review

Tommy Byrns

11-29-18

VAN NUYS AIRPORT

VAN NUYS, CA (KVNY)

NEWHALL NINE

Summary/Findings

Periodic Review

TOM BYRNS

11/29/2018

VAN NUYS AIRPORT

VAN NUYS, CA (KTTF)

NEWHALL NINE

Summary/Findings

1. PARTIAL REVIEW COMPLETE.

2. NOTAM AND AMENDMENT NOT REQUIRED.

3. AIRPORT MAGVAR WITHIN TOLERANCE: 12E/2020.

VNY VOR/DME MAGVAR WITHIN TOLERANCE: 15E/1975, 12E/2020.

FIM VORTAC MAGVAR WITHIN TOLERANCE: 15E/1965, 12E/2020.

ADDITIONAL INFORMATION: NONE.

Actions/Notes

NO ACTION REQUIRED.

WFPT RAPT Consensus Form

ICAO:

RAPT Date:

Airport Name:

City:

State:

Project Request:

Airspace Action Required (VFR to IFR): Yes No

MAGVAR Update: Yes No

Unpaved RWY: Yes No

RWY Renumbering: Yes No

CAT A-D: Yes No

Scope of Project:

Project Request: Approved: Disapproved: (see Comments)

Comments:

Priority Assigned:

Proposed Estimated Chart Date:

BEVERLY J
TULIP
 Digitally signed by BEVERLY J TULIP
Date: 2018.11.29 08:53:15 -08'00'

Service Center Flight Procedures Team

MARK A
GRIFFIN
 Digitally signed by MARK A GRIFFIN
Date: 2018.11.08 10:54:34 -08'00'

Service Center Air Traffic Operations Support

JEFFREY
GORMAN
 Digitally signed by JEFFREY GORMAN
Date: 2018.11.13 13:14:32 -06'00'

Flight Technologies and Procedures Division, Airspace and Procedures Group

Alberto Orozco
Cruz
 Digitally signed by Alberto Orozco Cruz
Date: 2018.11.13 11:44:11 -08'00'

Service Center Airports Division

JEREMY R
COOK
 Digitally signed by JEREMY R COOK
Date: 2018.11.08 11:34:46 -08'00'

Service Center Planning and Requirements Group

Periodic Review

Robert W. Cook

12-08-22

VAN NUYS AIRPORT
VAN NUYS, CA (KVNY)

NEWHALL ONE

Review Type: FULL

Summary/Findings

OBSTACLE DEPARTURE PROCEDURE (ODP) PERIODIC REVIEW (PR)
DATE: 12/08/2022 DUE DATE: 12/21/2022 ASSESSMENT: FULL.

APT NAME: VAN NUYS VAN NUYS, CA. ICAO ID: (KVNY).

DOES AIRNAV OIS DATA SOURCE SUPPORT THIS IAP? YES.

DOES NASR, AIRNAV AND FAA 5010 AIRPORT NAME DATA ALL MATCH?
YES.

OWNERSHIP: PUBLIC. OWNER: LOS ANGELES WORLD ARPTS ADDRESS:

1 WORLD WAY LOS ANGELES, CA 90045 PHONE NR: (818) 442-6540

MANAGER: FLORA MARGHERITIS ADDRESS: 16461 SHERMAN WY SUITE
300 VAN NUYS, CA 91406.

ARTCC: ZLA. WESTEREN SERVICE AREA (WSA) POC: tom.boitano@faa.gov;
terrel.j.horton@faa.gov; beverly.tulip@faa.gov; david.m.clark@faa.gov

NEWHALL ONE DEPARTURE 30JAN20 TYPE: STANDARD.

SUMMARY/FINDINGS

DOES THIS PCDR STILL EXSIST/FAA MAINTAINED? YES. IS THERE A
CONTINUED NEED FOR THIS PCDR? YES.

IS THERE AN APWS PROJECT TO AMEND/CANCEL THIS PCDR? YES,
OWNER: ICT MANAGER, CHARTING: 12/19/2030.

(LOCAL AUTO WEATHER SOURCE) DOES (KVNY) ASOS 3 FREQUENCY:
118.45 PHONE NUMBER: (818) 904-9213 REPORT TO WMSCR, VERIFIED
AND DOCUMENTED IN AIRNAV LOCAL AUTO WEATHER AND ON THE
FAA SURFACE WEATHER OBSERVATION STATIONS ASOS/AWOS [https://
www.faa.gov/air_traffic/weather/asos/](https://www.faa.gov/air_traffic/weather/asos/)? YES. ALL REFERENCES TO USING
BURBANK ALTIMETER SETTING SHOULD BE DELETED AS A CHART NOTE
AND MOVED TO THE FAA FORM 8260-9 WITH (WSA) APPROVAL-CRITERIA.
ANY CHART SUPPLEMENT COMMENTS THAT COULD EFFECT SAFETY OF
FLIGHT OF THIS PCDR? NO.

ANY NAVAID(S) OR FLIGHT INSPECTION RESTRICTION(S) IMPACTING THIS PCDR? YES, SEE FDC 2/0833 IN REMARKS.

ANY FDC OR "D" NOTAM(S) EFFECTING THIS PCDR? YES, SEE REMARKS.

ANY NEW NOTAMS NEEDED FOR THIS PCDR? NO.

ARE FAA 8260 FORMS IN THE DIGITAL "F" FILE? YES. DOES THE PUBLISHED TPP MATCH THE FORMS? YES.

ARE FLIGHT INSPECTION MAPS (FIMS) IN THE DIGITAL "S" FILE? YES. DO THE FIMS MATCH THE PCDR? YES.

ANY ACTIVE WAIVER(S)/APPROVAL LETTER(S) IN THE DIGITAL "S" FILE? YES.

ARE THE CURRENT PUBLISHED MINIMUMS VALID? YES.

AIRPORT AND NAVAID MAGVAR TABLES ARE MAINTAINED BY AERONAUTICAL INFORMATION SERVICES AND PROVIDED TO THE OSG-FPT OFFICES FOR WORK SCHEDULING AT THEIR DISCRETION. CURRENT CRITERIA, DOCUMENTATION STANDARDS AND NON SAFETY-RELATED ITEMS WILL BE RESOLVED DURING NEXT AMDT.

REMARK(S):

Project Name: VNY - NEWHALL9 DEPARTURE

Project Reason: PER FPT KYLE THOMPSON AT REQUEST OF FLIGHT CHECK DUE TO POSSIBLE PILOT DEVIATIONS DUE TO UNCLEAR VERBIAGE. AMENDMENT SCHEDULED.

Last Updated By: Donald Smith, Last Updated At: 2022-01-04 16:31:45.228542, Status: Active

!FDC 2/0833 VNY SID VAN NUYS, VAN NUYS, CA. NEWHALL ONE DEPARTURE... CHANGE DEPARTURE ROUTE DESCRIPTION TO: TAKEOFF RWY 16L/R: CLIMB ON HEADING 163, CROSS FIM R-102 OR VNY VOR/ DME 2.2 DME AT OR BELOW 1700, THEN CLIMBING LEFT TURN HEADING 113, THEN EXPECT RADAR VECTORS TO IPIHO. TAKEOFF RWY 34L/R: CLIMBING LEFT TURN HEADING 253.00, EXPECT RADAR VECTORS TO IPIHO, THEN ON (TRANSITION) OR (ASSIGNED ROUTE). MAINTAIN ATC ASSIGNED ALTITUDE, EXPECT FILED ALTITUDE/FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE. LOST COMMUNICATIONS AND ALL OTHER DATA REMAINS AS PUBLISHED. 2201041624-2401041622EST

Actions/Notes