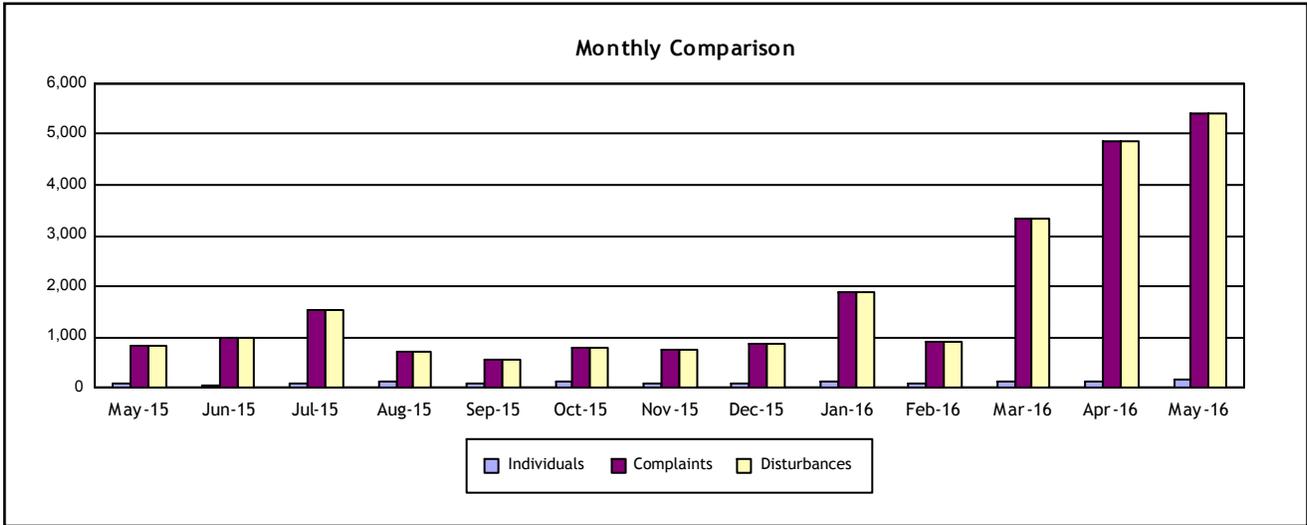


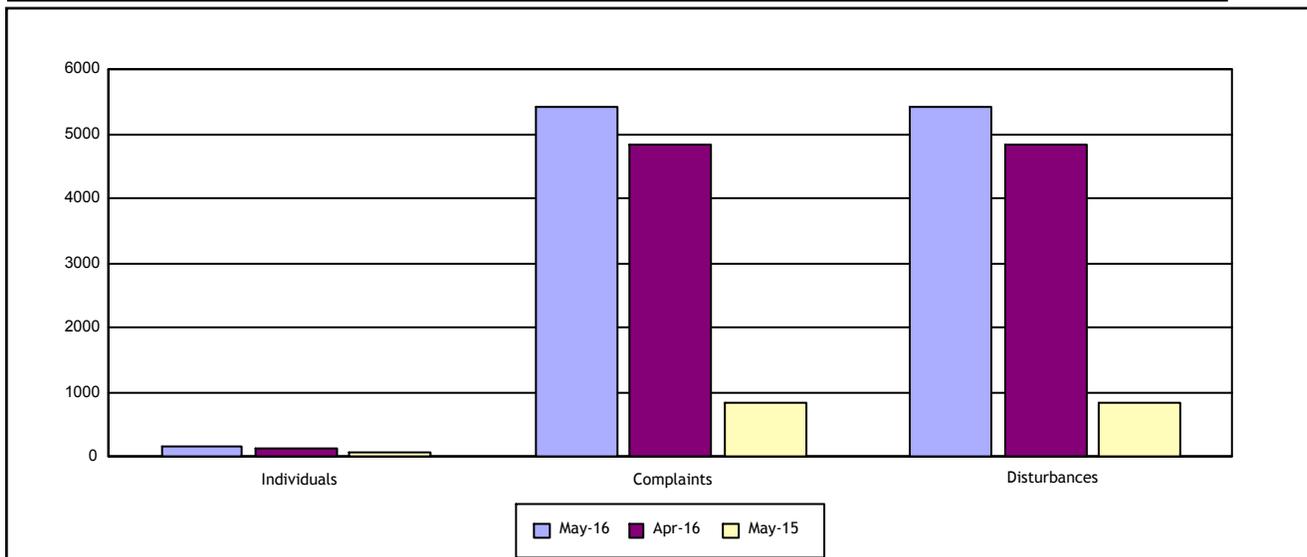
Individuals Submitting Noise Complaints **169**

Noise Complaints Received **5,430**

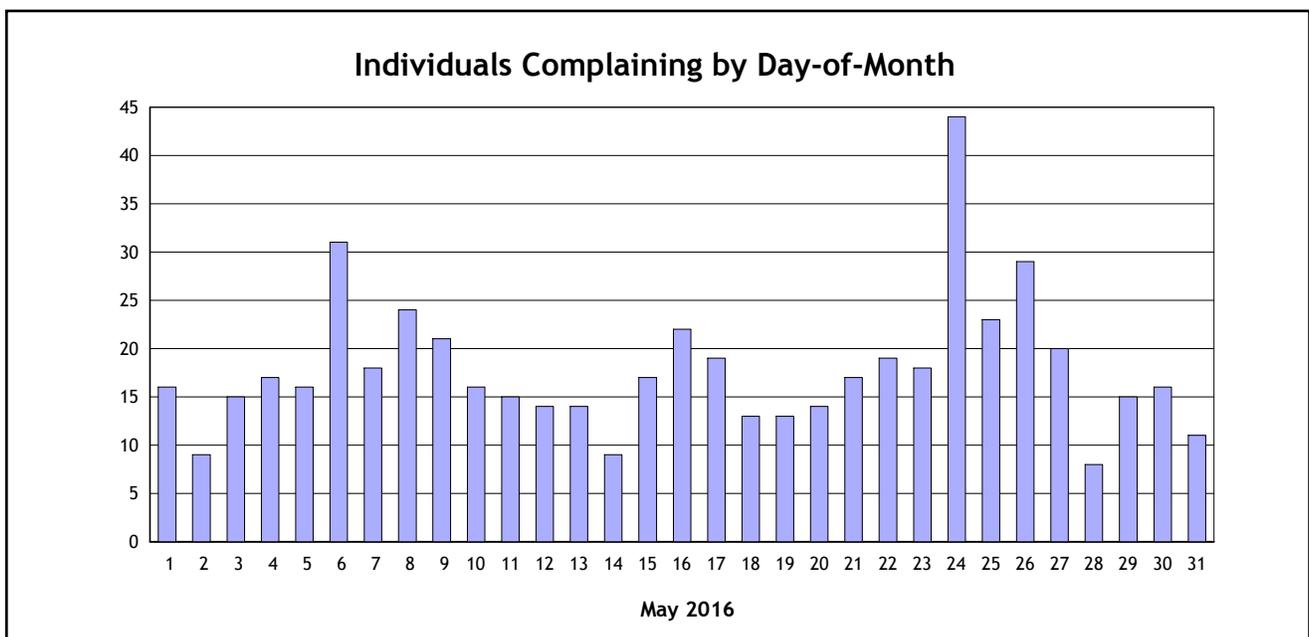
Noise Disturbances Reported **5,430**



	May 2016	April 2016	% Change	May 2015	% Change
Individuals	169	137	23%	71	138%
Complaints	5,430	4,845	12%	841	546%
Disturbances	5,430	4,845	12%	841	546%



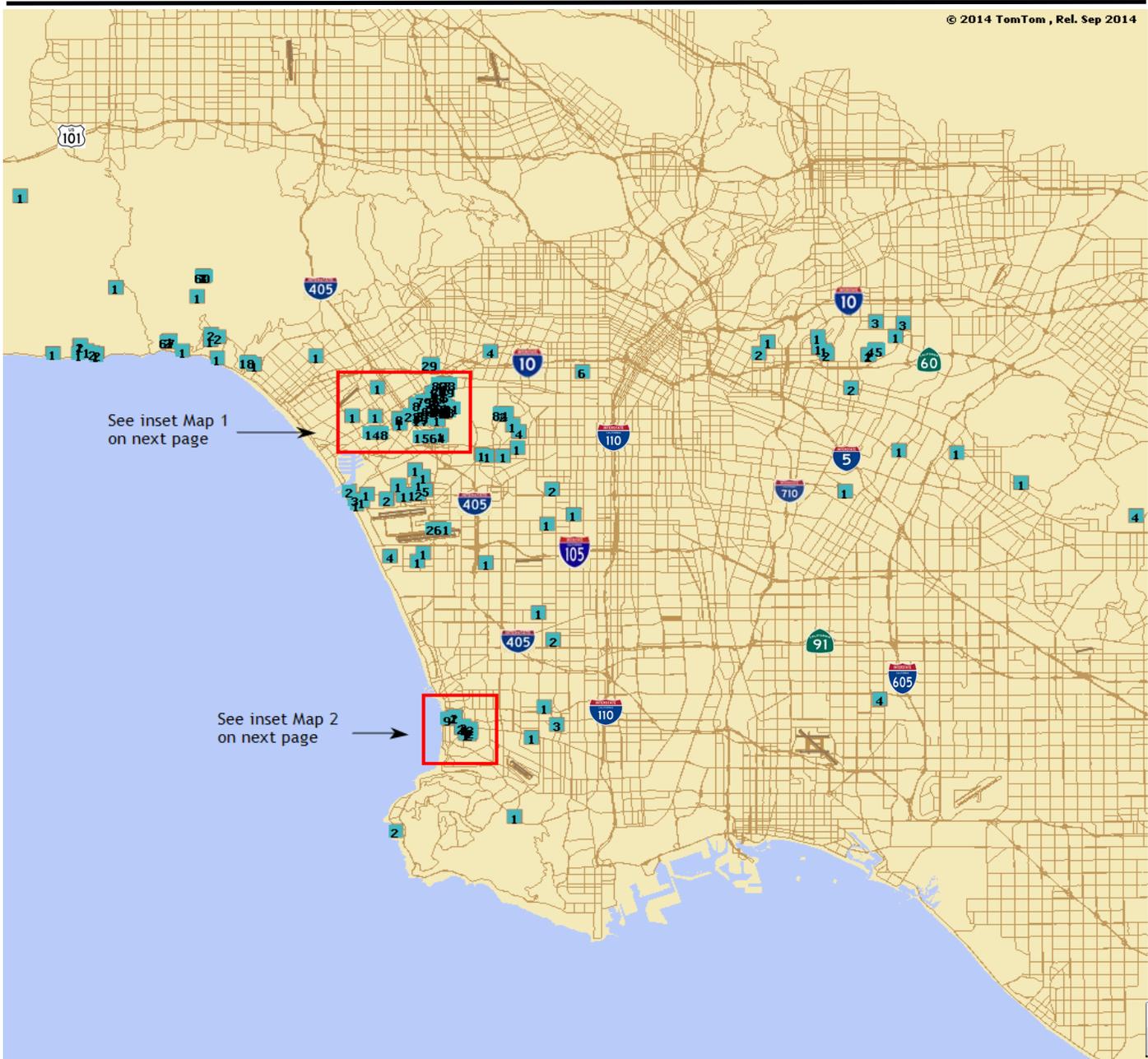
	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	2,983	1,237	1,210
Disturbances	2,836	1,195	1,399



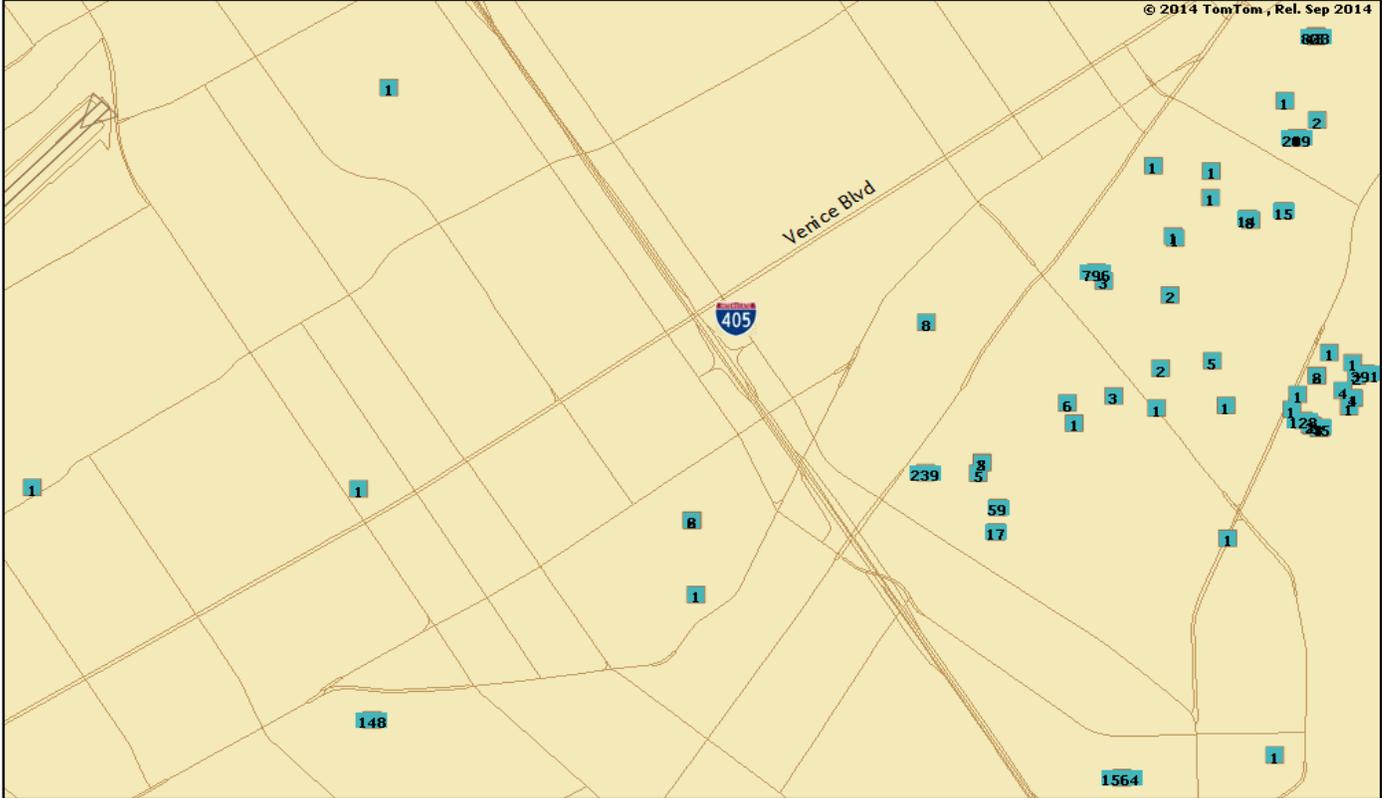
City	Individuals	Complaints	Percentage of Complaints**
Calabasas	1	1	< 1%
Culver City	56	4455	82%
Downey	1	1	< 1%
El Segundo	3	6	< 1%
Gardena	1	1	< 1%
Hawthorne	1	1	< 1%
Inglewood	2	3	< 1%
La Habra	1	4	< 1%
Lakewood	1	4	< 1%
Los Angeles	42	404	7%
Malibu	8	11	< 1%
Manhattan Beach	1	1	< 1%
Montebello	1	2	< 1%
Monterey Park	9	57	1%
Pacific Palisades	1	67	1%
Palos Verdes Estates	1	2	< 1%
Pico Rivera	1	1	< 1%
Playa Del Rey	4	7	< 1%
Redondo Beach	8	20	< 1%
Rolling Hills	1	1	< 1%
Rosemead	2	4	< 1%
Santa Cruz	1	26	< 1%
Santa Monica	2	2	< 1%
Stevenson Ranch	1	60	1%
Topanga	1	1	< 1%
Torrance	9	15	< 1%
Unknown	1	1	< 1%
View Park-Windsor Hills	2	5	< 1%
Westchester	4	4	< 1%
Whittier	2	2	< 1%
Anonymous	NA	261	5%
<b>TOTAL</b>	<b>169</b>	<b>5430</b>	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	1564	29%
*One Individual (Culver City)	833	15%
*One Individual (Culver City)	796	15%
*One Individual (Culver City)	391	7%
*One Individual (Anonymous)	261	5%
*One Individual (Culver City)	239	4%
*One Individual (Culver City)	209	4%
*One Individual (Los Angeles)	148	3%
*One Individual (Culver City)	128	2%
*One Individual (Los Angeles)	84	2%
*One Individual (Pacific Palisades)	67	1%
*One Individual (Los Angeles)	60	1%
*One Individual (Stevenson Ranch)	60	1%
*One Individual (Culver City)	59	1%
*One Individual (Culver City)	45	1%
*One Individual (Monterey Park)	45	1%
*One Individual (Culver City)	43	1%
*One Individual (Los Angeles)	29	1%
*One Individual (Santa Cruz)	26	0%
*One Individual (Los Angeles)	18	0%
*One Individual (Culver City)	17	0%
*One Individual (Culver City)	15	0%
*One Individual (Culver City)	14	0%
*One Individual (Redondo Beach)	9	0%
*One Individual (Culver City)	8	0%
*One Individual (Culver City)	8	0%
*One Individual (Culver City)	8	0%
*One Individual (Culver City)	6	0%
*One Individual (Los Angeles)	6	0%
*One Individual (Los Angeles)	6	0%
Individuals Reporting 2 To 5 Complaints	141	3%
Individuals Reporting One Complaint	87	2%
<b>TOTAL</b>	<b>Individuals : 169</b>	<b>5430</b>

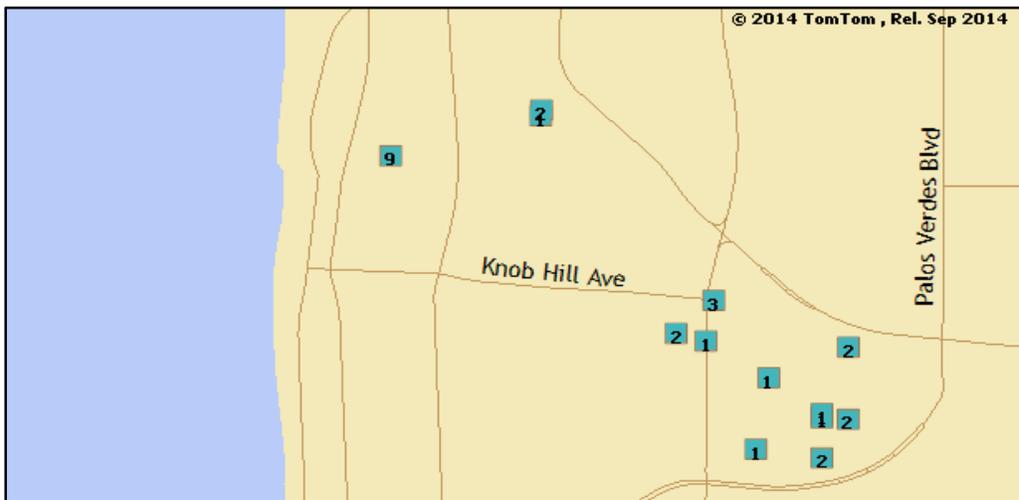
\* One individual reporting 6 or more complaints shown by city.  
 \*\* All percentages are rounded to the nearest whole number.



\*Box indicates the location of complainant and the number within the box indicates number of complaints submitted  
Note: Not included in map are complaints received from Stevenson Ranch and Santa Cruz, CA.



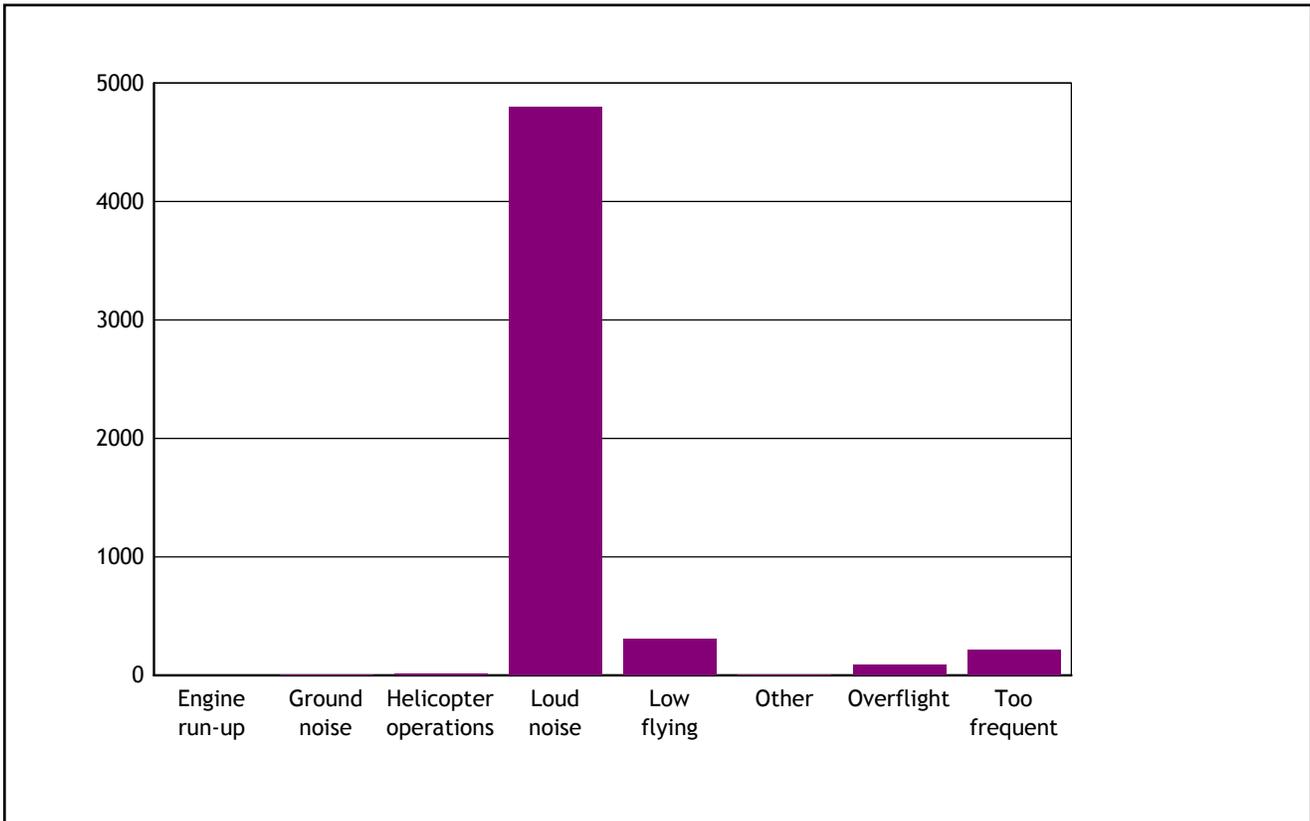
Map 1



Map 2

\*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

<i>Type of Disturbance*</i>	<i>Number of Complaints</i>
Engine run-up	1
Ground noise	3
Helicopter operations	10
Loud noise	4801
Low flying	307
Other	3
Overflight	92
Too frequent	213
<b>TOTAL</b>	<b>5,430</b>



Note: \* As reported by complainant.



Aircraft Noise Community Response Report  
Operations Receiving Two or More Complaints  
Los Angeles International Airport

Period : May 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
05/05/2016	23:34:12	HAL34	A332	24R	Standard Arrival Operation	2
05/06/2016	3:24:04	AMF1365	E120	25R	Standard Turboprop Departure	2
05/08/2016	23:18:07	CPA086	B748	25L	Standard Arrival Operation	2
05/09/2016	6:09:33	HAL4	A332	24R	Deviation from Over-Ocean Ops	2
05/21/2016	6:25:03	TV7	HELO		Circling Helicopter Operation	2
05/23/2016	23:17:16	SWA2646	B733	24R	Standard Arrival Operation	2
05/25/2016	22:45:11	UAL887	B739	24R	Standard Arrival Operation	2

Note	
AMF	AMERFLIGHT, LLC.
CPA	CATHAY PACIFIC AIRWAYS LTD
HAL	HAWAIIAN AIRLINES
SWA	SOUTHWEST AIRLINES
UAL	UNITED AIRLINES



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
5/1/2016	00:00:00	00:21:59	00:21:59	West Flow	Airport Design Group VI
5/1/2016	06:23:00	06:29:59	00:06:59	West Flow	West Operations Transition
5/2/2016	06:27:00	06:29:59	00:02:59	West Flow	West Operations Transition
5/4/2016	00:00:00	06:29:59	06:29:59	West Flow	Fog
5/5/2016	06:15:00	06:29:59	00:14:59	West Flow	West Operations Transition
5/6/2016	00:00:00	00:08:59	00:08:59	West Flow	Over Ocean Operations Transition
5/6/2016	06:25:00	06:29:59	00:04:59	West Flow	West Operations Transition
5/7/2016	06:20:00	06:29:59	00:09:59	West Flow	West Operations Transition
5/8/2016	00:00:00	06:29:59	06:29:59	West Flow	Wind
5/9/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
5/10/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
5/11/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
5/12/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
5/13/2016	00:00:00	01:56:59	01:56:59	West Flow	Low Ceilings
5/13/2016	05:47:00	06:29:59	00:42:59	West Flow	Fog
5/14/2016	06:25:00	06:29:59	00:04:59	West Flow	West Operations Transition
5/15/2016	06:25:00	06:29:59	00:04:59	West Flow	West Operations Transition
5/16/2016	00:00:00	00:09:59	00:09:59	West Flow	Over Ocean Operations Transition
5/16/2016	06:24:00	06:29:59	00:05:59	West Flow	West Operations Transition
5/17/2016	06:27:00	06:29:59	00:02:59	West Flow	West Operations Transition
5/18/2016	06:19:00	06:29:59	00:10:59	West Flow	West Operation Transition
5/19/2016	00:00:00	00:09:59	00:09:59	West Flow	Over Ocean Operations Transition
5/20/2016	00:00:00	00:25:59	00:25:59	West Flow	SoCal TRACON Decision
5/20/2016	06:15:00	06:29:59	00:14:59	West Flow	West Operations Transition



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
5/21/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Construction
5/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Construction
5/23/2016	00:10:00	03:20:59	03:10:59	West Flow	Wind
5/23/2016	06:25:00	06:29:59	00:04:59	West Flow	West Operation Transition
5/24/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway 25L/07R Closed
5/25/2016	06:15:00	06:29:59	00:14:59	West Flow	Aircraft Required Runway 24L
5/26/2016	04:50:00	06:29:59	01:39:59	West Flow	SoCal TRACON Decision
5/27/2016	00:00:00	00:04:59	00:04:59	West Flow	SoCal TRACON Decision
5/28/2016	05:39:00	06:29:59	00:50:59	West Flow	Due To Weather
5/29/2016	05:54:00	06:29:59	00:35:59	West Flow	Unknown
5/31/2016	00:00:00	00:10:59	00:10:59	West Flow	Low Ceilings
5/31/2016	05:55:00	06:29:59	00:34:59	West Flow	Unknown

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	7:59 am	4/30/16	10:00 am	Monterey Park	Other	At 2:34 p.m. on April 30th, an Airbus 380 that was following the extended downwind leg of the arrival route to LAX was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. We are unaware of any issues with WebTrak radar flight track data on the reported day. Please note, you may always view WebTrak flight tracks at a later time by using the historical replay mode which allows you to view flight track data for up to 90 days in the past.
5/1/16	9:23 am	5/1/16	9:15 am	Los Angeles	Overflight	Your complaint received on May 1st, at 9:23 a.m. referenced an aircraft flying over your residence sometime between 10:15-10:20 a.m. on the same morning. We investigated aircraft operations from 9:00 to 9:23 a.m., in case there was a mistake when filing your complaint. There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 9:18 a.m. a Boeing 747 was observed 1.37 miles southwest of your residence at an approximate altitude of 7,000' based on available FAA radar flight track data. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increases at LAX. At times, the FAA ATC may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	9:50 am	5/1/16	9:50 am	Los Angeles	Loud noise	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. This aircraft flew 1.1 miles north of your residence at an approximate altitude of 6,500' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/1/16	11:22 am	5/1/16	11:21 am	Los Angeles	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 1.1 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/1/16	11:41 am	5/1/16	11:41 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 1.1 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. No unusual activity was observed at the reported time based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	11:43 am	5/1/16	11:43 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 1.2 miles north of your residence at an approximate altitude of 7,200' as it followed the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/1/16	11:48 am	5/1/16	11:47 am	Los Angeles	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 1.1 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *
5/1/16	2:41 pm	5/1/16	12:17 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew the downwind leg of the standard arrival route 0.3 miles north of your residence at an approximate altitude of 5,400' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area at lower altitudes. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	5:25 pm	5/1/16	5:18 am	Montebello	Too frequent	At the reported time of 5:18 a.m., there were no LAX operations observed over your area. We also investigated aircraft operations over your area at 5:18 p.m. in case there was a typo when entering the disturbance time. At 5:17 p.m., an Airbus 320 was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000 MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500'. This procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/1/16	6:40 pm	5/1/16	6:39 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,200'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area at lower altitudes. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	8:32 pm	5/1/16	8:30 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/1/16	9:12 pm	5/1/16	7:07 pm	Calabasas	Overflight	There were no LAX operations observed over your area at the reported time of 7:07 p.m. on the reported date based on available Federal Aviation Administration (FAA) radar flight track data. At 7:02 p.m., a Boeing 737 following standard departure procedures for LAX was observed 0.24 miles east of your residence at an approximate altitude of 9,000' based on available FAA radar flight track data. Your residence is located under the standard departure route for aircraft heading to northern destinations and is subject to aircraft flying over at average altitudes of 9,000' or higher. These aircraft are flying on Federal airways established by the FAA. At 7:12 p.m., a General Aviation (GA) Piper PA-28 Cherokee was observed approximately 0.42 miles north of your residence at an approximate altitude of 3,800' based on available FAA radar flight track data. This was a Van Nuys Airport (VNY) arrival and was not associated with LAX operations. Most GA aircraft flying under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/1/16	10:05 pm	5/1/16	10:05 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles south of your residence at an approximate altitude of 6,400'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	12:49 am	5/2/16	12:26 am	Los Angeles	Loud noise	At the reported time, a Boeing 747 was observed 0.45 miles north of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, LAX air traffic flow was in standard Over Ocean Operations (OOO) which is usually in effect between midnight and 6:30 a.m. However, the reported aircraft was following FAA Air Traffic Control (ATC) vectors/headings for a Westerly Operations arrival to LAX due to wind conditions. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft fly over a wide area as they continue to descend heading east to make a U-turn to land at LAX. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' and proceed westbound to make a U-turn over the ocean for final approach. These published FAA arrival procedure have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results". The FAA Southern California (SoCal) Metroplex flight procedures (part of the FAA's NextGen) have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until late 2016 or early 2017. You may find more information at <a href="http://www.lawa.org">www.lawa.org</a> by typing FAA Metroplex in the search bar. LAWA is not a sponsor of the project and has not been involved with developing the proposed changes to flight procedures.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	9:43 am	5/1/16	1:05 am	Los Angeles	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.7 miles south of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transition LAX air traffic flow to OOO to minimize aircraft noise in the areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 6 miles west of your residence at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach. This published FAA arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/2/16	9:44 am	5/1/16	12:31 pm	Los Angeles	Loud noise	At the reported time, an Airbus 321 was observed following standard Westerly Operations arrival procedures for LAX. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 4,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	9:45 am	5/1/16	10:50 pm	Los Angeles	Low flying	At the reported time, an Airbus 330 was observed 1 mile north of your residence at an approximate altitude of 3,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude of 2,500' MSL or above, for final approach. The reported aircraft was instructed to descend and maintain an altitude of 5,000' MSL before reaching the SMO VOR. The FAA ATC may issue altitude and heading instructions at their discretion for safety and to coordinate air traffic flow. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with major emphasis on safety.
5/2/16	9:54 am	5/2/16	8:21 am	Los Angeles	Overflight	At the reported time, a General Aviation (GA) Citation Jet C750 was observed over your area at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Santa Monica Airport (SMO) and then entered the standard FAA arrival pattern for LAX. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/2/16	11:07 am	5/2/16	11:03 am	Culver City	Loud noise	At the reported time, an Embraer 170 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 7,000' based on available FAA radar flight track data. No unusual aircraft activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	2:22 pm	5/2/16	2:22 pm	Culver City	Loud noise	At the reported time, a Boeing 777 was observed over your area at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/2/16	3:49 pm	5/1/16	5:57 am	Stevenson Ranch	Loud noise	At the reported time, there were no aircraft operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. The closest operation observed was a General Aviation Falcon 50 which was observed 2.1 miles west of your residence at 5:22 a.m. at an approximate altitude of 28,100' based on available FAA radar flight track data. This aircraft originated at Long Beach Airport (LGB) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact LGB Noise Office at 562-570-2665. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
5/2/16	3:57 pm	5/1/16	11:00 am	Stevenson Ranch	Low flying	At the reported time, a Boeing 737 was observed approximately 0.34 miles west of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on arrival to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact the BUR noise complaint hotline at (800) 441-0409. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	4:06 pm	5/2/16	4:06 pm	Culver City	Loud noise	At the reported time, an Airbus 320 was observed 0.25 miles south of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed following the downwind leg of the standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/2/16	4:12 pm	5/1/16	12:49 pm	Stevenson Ranch	Loud noise	At the reported time, a Bombardier Global Express (twin-jet) was observed 0.2 miles northwest of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on arrival to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact the BUR noise complaint hotline at (800) 441-0409. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
5/2/16	4:27 pm	5/2/16	4:26 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX flew over your area at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed on the downwind leg of the FAA-established standard arrival route for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	4:35 pm	5/2/16	1:08 pm	Stevenson Ranch	Low flying	At 1:05 p.m., a Falcon 2000 arriving from Omaha Airport (OMA) was en route to Burbank Airport (BUR) following the Federal Aviation Administration (FAA)-established aerial route. This aircraft flew 2 miles west of your residence at an approximate altitude of altitude 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on arrival to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact the BUR noise complaint hotline at (800) 441-0409. No unusual activity was observed based on available FAA radar flight track data. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
5/2/16	4:43 pm	5/1/16	2:10 pm	Stevenson Ranch	Low flying	At the reported time, the closest aircraft operation observed was a surveyor Cessna 310 twin propeller that originated from Whiteman Airport (WHP). This aircraft flew 3.6 miles west of your area at an approximate altitude of 13,500'. No LAX operations were observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *
5/2/16	5:39 pm	5/2/16	5:38 pm	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft was observed over your area at an approximate altitude 5,600' based on available FAA radar flight track data and was consistent with published FAA arrival procedures for LAX. No unusual activity was observed at the reported time. Certain weather conditions may amplify aircraft noise. *
5/2/16	9:14 pm	5/2/16	9:11 pm	Culver City	Loud noise	At the reported time, an Airbus 320 was observed 0.5 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years therefore you may continue to see aircraft on this procedure on an ongoing basis. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/2/16	11:34 pm	5/2/16	11:33 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed 1 mile north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed near your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
5/3/16	12:27 am	5/3/16	12:19 am	View Park-Windsor .....	Loud noise	There were no LAX operations observed over your area at the reported time of 12:19 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 12:25 a.m., a Boeing 737 was observed 0.86 miles north of your residence at an approximate altitude of 9,600' following standard over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. Aircraft following this procedure may fly over your area at altitudes above 8,000'. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. This standard FAA arrival procedure has been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/3/16	3:33 am	5/3/16	2:17 am	Culver City	Low flying	At the reported time, a General Aviation Gulfstream 650 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. This standard FAA arrival procedure has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis on the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
5/3/16	3:37 am	5/3/16	3:37 am	Culver City	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed over your area at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX and was observed over you area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. Aircraft following this procedure may fly over your area at altitudes above 8,000'. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. This standard FAA arrival procedure has been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/3/16	10:31 am	5/3/16	12:00 am	Los Angeles	Low flying	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard Westerly Operations arrival route to LAX. This aircraft flew 0.75 miles north of your residence at an approximate altitude of 3,900' based on available FAA radar flight track data. At the reported time, the FAA Air Traffic Control (ATC) was transitioning LAX air traffic flow from Westerly Operations to Over Ocean Operations (OOO). Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. During the transition, the FAA ATC may instruct aircraft to continue on a Westerly approach due to traffic volume or adjustments in the sequencing of aircraft during the transition. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
5/3/16	1:12 pm	4/26/16	1:36 am	Culver City	Low flying	At the reported time, an Airbus 320 was observed over your area at an approximate altitude of 8,300' following the Over Ocean Operations (OOO) arrival procedure for LAX. During OOO, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach. This published FAA arrival procedure has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/3/16	4:41 pm	5/3/16	4:41 pm	Los Angeles	Overflight	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: <a href="http://www.lawa.org">www.lawa.org</a> , select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link. For information on reducing noise in a house, you may visit our website at <a href="http://www.lawa.org">www.lawa.org</a> and type "Noise Quest" in the search bar. Once you navigate to the Noise Quest site, type "reducing noise inside a house" in the search field.
5/3/16	4:54 pm	5/3/16	3:53 pm	Los Angeles	Low flying	At 3:50 p.m., a Boeing 737 on arrival to LAX was observed 0.98 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles south of the downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread area where aircraft fly when following this procedure. This area can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/3/16	6:22 pm	5/3/16	6:19 pm	Pacific Palisades	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. At 6:16 p.m., when this aircraft was approximately 16.5 miles northwest of your residence, the FAA Air Traffic Control (ATC) instructed this aircraft to "turn left direct to Santa Monica". This resulted in the aircraft flying in a southeasterly direction over your area as it approached the Santa Monica VOR. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/4/16	8:41 am	5/3/16	11:09 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 was observed 0.54 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/4/16	12:08 pm	5/3/16	11:30 am	Los Angeles	Overflight	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: <a href="http://www.lawa.org">www.lawa.org</a> , select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link. For information on reducing noise in a house, you may visit our website at <a href="http://www.lawa.org">www.lawa.org</a> and type "Noise Quest" in the search bar. Once you navigate to the Noise Quest site, type "reducing noise inside a house" in the search field. Los Angeles World Airports (LAWA) does not recommend or endorse any products to reduce noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/4/16	3:25 pm	5/4/16	11:24 am	Los Angeles	Loud noise	The reported aircraft, a Japan Airlines (JAL60) Boeing 787 was observed 1.76 miles south of your residence at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following a published FAA arrival procedure for LAX and was observed over your area at an altitude consistent with this procedure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/4/16	5:51 pm	5/4/16	5:49 pm	Culver City	Loud noise	At the reported time, a Bombardier CRJ9 following the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 1.1 miles north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/4/16	9:46 pm	5/4/16	9:41 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew over your area at an approximate altitude of 4,100' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in existence for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) Noise Management does not return phone calls but investigates and responds in writing (when a response is requested) to up to five complaints per person per month.
5/4/16	10:30 pm	5/4/16	10:28 pm	Culver City	Loud noise	At the reported time, a General Aviation (GA) Agusta A109E helicopter was observed over your area at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter departed from Santa Monica Airport (SMO) and was not associated with LAX operations. For more information or to file a noise complaint, please contact SMO at 310-458-8692. GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/5/16	12:40 pm	5/5/16	12:34 pm	Culver City	Low flying	At the reported time, a Boeing 777 cargo jet was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 5,700' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO). Once they reach the SMO VOR at or above 7,000', aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Please note that airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
5/5/16	12:40 pm	5/5/16	12:40 pm	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Please note that airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/5/16	8:21 pm	5/5/16	8:23 pm	Culver City	Too frequent	At the reported time, a Boeing 757 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,100' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control with sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/5/16	10:07 pm	5/5/16	10:03 pm	Los Angeles	Low flying	The reported aircraft, a Cathay Pacific (CPA096) Boeing 747 was observed 0.5 miles southwest of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increases at LAX. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
5/5/16	11:13 pm	5/5/16	11:09 pm	Culver City	Too frequent	At the reported time, a Boeing 737 was observed 0.6 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area at altitudes below 7,000'. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow, due to weather and for aircraft safety. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/5/16	11:27 pm	5/5/16	11:23 pm	Culver City	Loud noise	At 11:26 p.m., an Airbus 330 was observed 0.52 miles north of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. There is no operations curfew at LAX. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar.
5/5/16	11:39 pm	5/5/16	11:26 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew over your area at an approximate altitude of 5,400' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/6/16	6:53 am	5/6/16	6:54 am	Culver City	Too frequent	At the reported time, a Boeing 717 arriving to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 6,500'. No unusual activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/6/16	9:41 am	5/6/16	3:28 am	Torrance	Too frequent	At the reported time, an Embraer 120 LAX departure was observed 0.2 miles south of your residence at an approximate altitude of 9,500' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Los Angeles World Airports (LAWA) Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.
5/6/16	9:46 am	5/6/16	9:42 am	Culver City	Loud noise	At the reported time, no unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. At 9:37 a.m., a Boeing 737 was observed following the downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,400'. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/6/16	10:12 am	5/6/16	10:09 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed flying on the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft was observed approximately 0.4 miles north of your residence at an approximate altitude of 6,200'. No unusual activity was observed based on available FAA radar flight track data. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. *
5/6/16	10:35 am	5/6/16	3:27 am	Torrance	Loud noise	At the reported time, an Embraer 120 turbo propeller aircraft was observed 0.2 miles south of your area at an approximate altitude of 9,500' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/6/16	11:48 am	5/6/16	3:28 am	Redondo Beach	Too frequent	At the reported time, an Embraer 120 turbo propeller aircraft was observed 0.3 miles south of your area at an approximate altitude of 9,400' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/6/16	1:46 pm	5/6/16	12:01 pm	Culver City	Overflight	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 6,100'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport (SMO), at or above 7,000'. Once they reach the VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. Certain weather/atmospheric conditions may amplify aircraft noise.
5/6/16	5:10 pm	5/6/16	4:05 pm	Culver City	Loud noise	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 5,800'. During Westerly Operations, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/6/16	9:51 pm	5/6/16	7:47 pm	Los Angeles	Too frequent	Your residence is located 0.5 miles south of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The frequency of operations is based on FAA separation standards. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/6/16	10:39 pm	5/6/16	10:38 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route was observed flying 0.75 miles north of your residence at an approximate altitude of 5,700'. Your residence is located just south of the FAA-established downwind leg of the standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. No unusual aircraft activity was observed based on available FAA radar flight track data. Certain atmospheric/weather conditions may amplify aircraft noise.
5/6/16	10:45 pm	5/6/16	10:39 pm	Los Angeles	Low flying	Your residence is located under the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport. Once they reach the VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. Certain weather/atmospheric conditions may amplify aircraft noise. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/7/16	8:06 am	5/7/16	5:34 am	Santa Monica	Loud noise	At 5:35 a.m., a cargo MD11 aircraft was observed approximately 1.4 miles south of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/7/16	11:20 am	5/6/16	7:40 am	Culver City	Loud noise	There were no unusual aircraft operations observed over your area on the reported days (5/6/16 and 5/7/16) based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the FAA-established standard arrival route to LAX. At the reported time, a Boeing 737 was observed following the standard arrival route 0.6 miles north of your residence at an approximate altitude of 7,100'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/7/16	11:33 am	5/6/16	8:39 pm	Los Angeles	Loud noise	At the reported time, a Pilatus PC12 propeller aircraft was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.4 miles south of your residence at an approximate altitude of 5,000' based on available FAA radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/7/16	11:44 am	5/7/16	9:22 am	Culver City	Loud noise	There were no unusual aircraft operations observed over your area on the reported day based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just south of the FAA-established downwind leg of the standard arrival route to LAX and is subject to numerous arrivals to LAX. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers may amplify aircraft noise and make it seem louder than usual.
5/8/16	6:20 am	5/8/16	6:20 am	Los Angeles	Loud noise	At the reported time, an Airbus 330 landed on runway 24R following standard arrival procedures. The noise you observed may be attributed to reverse engine thrust from this arrival as it touched down on the ground and applied braking power. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/8/16	7:10 am	5/8/16	4:29 am	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the Westerly Operations standard arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/8/16	11:40 am	5/8/16	11:38 am	Culver City	Loud noise	Your residence is located just south of the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/8/16	11:47 am	5/8/16	8:20 am	Los Angeles	Overflight	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 8:23 a.m., an Airbus 320 was observed following the FAA-established downwind leg of the standard arrival route 1 mile north of your residence at an approximate altitude of 4,000' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/8/16	12:24 pm	5/8/16	12:22 pm	Culver City	Loud noise	At 12:20 p.m., a Boeing 777 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway. This published FAA arrival procedure has been in existence for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/8/16	3:36 pm	8/13/16	3:28 pm	Culver City	Loud noise	On the date your complaint was submitted, which was 5/8/2016, not 8/13/2016, at 3:29 p.m., an Airbus 320 on arrival to LAX was observed 0.65 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/8/16	9:42 pm	5/8/16	5:27 am	Culver City	Loud noise	At the reported time, a cargo MD11 was observed following on the downwind leg of the Federal Aviation Administration (FAA)-established Westerly Operations arrival route for LAX. This aircraft was observed 0.3 miles north of your residence at an approximate altitude of 5,000'. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/8/16	10:39 pm	5/8/16	10:34 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 5,800'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in place for many years. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
5/8/16	11:12 pm	5/8/16	11:10 pm	Culver City	Loud noise	At the reported time, a Boeing 747 was observed following the standard arrival route to LAX. This aircraft flew 0.1 mile north of your residence at an approximate altitude of 5,200'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/9/16	6:14 am	5/9/16	6:12 am	Culver City	Loud noise	There were no aircraft operations observed over your residence at the reported time of 6:12 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 6:00 a.m., an Airbus 330 was observed over your area at an approximate altitude of 6,300' following FAA-established Westerly Operations arrival procedures for LAX. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to an instrument landing system for runways 07L- R and 06R malfunction, per FAA. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/9/16	6:16 am	5/9/16	4:35 am	Culver City	Loud noise	At the reported time, a Boeing 777 following the Westerly Operations arrival procedure for LAX was observed over your area at an approximate altitude 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to an instrument landing system malfunction (for runways 7L/R and 6R). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/9/16	7:09 am	5/8/16	10:30 am	Los Angeles	Overflight	On May 8th and 9th, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to wind and an instrument landing system malfunction, respectively. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at altitudes above 7,000' as the approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/9/16	8:41 am	5/8/16	11:04 am	Topanga	Low flying	No LAX operations were observed over your area at the reported time of 11:04 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. In our investigation we also looked at aircraft operations at 11:04 p.m. since you refer to an increase in noise in the evenings. On May 8th, 2016 at 11:07 p.m., a Boeing 747 was observed 0.9 miles south of your residence at an approximate altitude of 9,600' following the north downwind arrival route to LAX. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at altitudes above 7,000' as they descend towards the SMO VOR and continue heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/9/16	5:51 pm	5/9/16	5:49 am	Culver City	Low flying	There were no aircraft operations observed over your residence at the reported time of 5:49 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 5:42 a.m., an Airbus 320 was observed 0.5 miles north of your residence at an approximate altitude of 6,500' following FAA-established Westerly Operations arrival procedures for LAX. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to an instrument landing system malfunction (for runways 07L- R and 06R), per FAA. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. During Westerly Operations, aircraft may fly over your area at altitudes below 7,000'. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. During OOO aircraft may fly over your area at altitudes above 8,000'. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/9/16	10:28 pm	5/1/16	1:13 am	El Segundo	Overflight	At the reported time, an Airbus 319 executed a Federal Aviation Administration (FAA)-initiated early turn on departure from runway 25R. As the aircraft reached the end of the runway on takeoff, the FAA Air Traffic Control (ATC) issued a 210 degree turn southbound to maintain separation with opposite direction aircraft on approach over the ocean to the north runway 06L. The departing aircraft flew 0.25 miles northwest of your residence at an approximate altitude of 1,300'. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/10/16	1:49 am	5/10/16	1:39 am	Santa Monica	Loud noise	On the reported morning at 1:46 a.m., a Boeing 747 flew 0.8 miles southwest of your residence at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to an instrument landing system malfunction for runway 7L/R and 6R, per the FAA. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 2.2 miles southeast of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly near your area at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Certain weather/atmospheric conditions may amplify aircraft noise. The reported aircraft was instructed the FAA ATC to fly direct from the Fillmore VOR, located approximately 32 miles northwest of your residence, to the SMO VOR and to enter the Westerly Operations arrival pattern, which resulted in the aircraft flying closer to your residence than usual. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow, due to weather or for aircraft safety. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/10/16	6:04 am	5/9/16	10:38 pm	Los Angeles	Loud noise	At the reported time, an Embraer 170 on arrival to LAX flew 0.5 miles south of your residence at an approximate altitude of 9,700' based on available Federal Aviation Administration (FAA) radar flight track data. At 10:34 p.m., when this aircraft was approximately 22 miles northwest of your residence, the FAA Air Traffic Control (ATC) instructed the pilot to fly direct to the Santa Monica VOR, a fixed navigational point located approximately 5.5 miles southeast of your residence at Santa Monica Airport (SMO). This resulted in the aircraft flying over your area. Usually, during Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the SMO VOR, at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA ATC may issue direct route instructions occasionally for aircraft to enter the arrival pattern in a specific sequence. This procedure allows for appropriate separation between large and small aircraft to prevent wake turbulence for aircraft in trail. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/10/16	7:31 am	5/10/16	4:28 am	Culver City	Low flying	At the reported time, a Boeing 777 was observed 0.3 miles north of your residence following the Westerly Operations arrival route to LAX at an approximate altitude of 4,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations from midnight to 6:30 a.m. due to an instrument landing system malfunction for runways 7L/R and 6R, per FAA. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow, due to weather or for aircraft safety. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".
5/10/16	10:27 am	5/10/16	10:27 am	Inglewood	Overflight	Sound insulation is limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please, contact the City of Inglewood Residential Sound Insulation Program at (310) 412-5289.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/10/16	11:39 am	3/10/16	7:19 am	Culver City	Loud noise	At the reported time of 7:19 a.m. on 3/10/16, a Boeing 737 was observed 0.2 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route for LAX and was within established standards for the approach. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/10/16	5:42 pm	5/10/16	5:39 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/10/16	7:11 pm	5/10/16	6:09 pm	La Habra	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 2.8 miles west of your residence at an approximate altitude of 3,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around a few minutes earlier on approach to runway 25R and was en route to re-enter the arrival pattern. The FAA Air Traffic Control (ATC) issued the go-around instructions as the aircraft was unable to reduce its velocity to the standard approach speed. A go-around is a procedure used for arrival aircraft when the pilot or the FAA ATC determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operations will happen from time to time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
5/11/16	1:57 am	5/11/16	1:55 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.2 miles south of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route to LAX. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/11/16	7:33 am	5/10/16	8:13 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 executed a Federal Aviation Administration (FAA)-initiated go-around due to loss of intrail separation, which means the aircraft were too close in following one behind the other, per Air Traffic Control (ATC) communications. The pilot was instructed by the FAA ATC to fly on runway heading and maintain 2,000'. The aircraft flew over the length of the runway at 2,000' approximately 0.5 miles south of your residence and made a U-turn north approximately 3.5 miles west of the shoreline. A go-around is a procedure used for arrival aircraft when the pilot or the FAA ATC determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/11/16	12:50 pm	5/11/16	6:16 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the published Westerly Operations arrival route to LAX. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/11/16	12:52 pm	5/11/16	6:28 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed following the downwind leg of the Westerly Operations standard arrival route. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/11/16	1:07 pm	5/9/16	6:00 am	Culver City	Loud noise	At the reported time, an Airbus 330 following the Westerly Operations arrival procedure for LAX was observed 0.5 miles north of your residence at an approximate altitude 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to an instrument landing system malfunction (for runways 7L/R and 6R). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/11/16	1:09 pm	5/10/16	5:52 am	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the published Westerly Operations arrival route to LAX. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations from midnight to 6:30 a.m. due to an instrument landing system malfunction for runways 7L/R and 6R, per FAA. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow, due to weather or for aircraft safety. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/11/16	11:22 pm	5/11/16	11:21 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed over your area following the downwind leg of the Westerly Operations arrival route at an approximate altitude of 5,200' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years and there is wide spread as to where aircraft fly when following this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/12/16	6:19 am	5/12/16	4:19 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.8 miles north of your residence following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route, normally used during Westerly Operations, at an approximate altitude of 6,700' based on available FAA radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/12/16	9:17 pm	5/12/16	4:24 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.5 miles north of your residence following the downwind leg of the Westerly Operations arrival route at an approximate altitude of 4,700' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/13/16	12:46 am	5/12/16	6:14 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.65 miles north of your residence following the downwind leg of the Westerly Operations arrival route at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
5/13/16	12:47 am	5/12/16	1:01 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed following the downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. No unusual activity was observed at the reported time based on available FAA radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/13/16	7:23 am	5/12/16	11:24 pm	Los Angeles	Loud noise	At the reported time, an Airbus 330 was observed 0.6 miles south of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (high altitude on approach), per the FAA Air Traffic Control (ATC) communications. A go-around is a procedure used for arrival aircraft when the pilot or the FAA ATC determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. In the reported case, the aircraft maintained runway heading as instructed by the FAA ATC and was not observed flying over your area. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/13/16	5:49 pm	5/13/16	5:49 pm	Rosemead	Loud noise	At the reported time, a Boeing 767 on arrival to LAX flew 0.7 miles south of your residence at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed following the FAA-established extended downwind leg of the standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area. This procedure ensures that separation standards are met and the airspace is used in an efficient and safe manner. This published FAA arrival procedure has been in existence for many years. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/14/16	9:13 am	5/13/16	9:08 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway, per FAA Air Traffic Control (ATC) communications. A go-around is a procedure used for arrival aircraft when the pilot or the FAA ATC determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. The reported aircraft was instructed by the FAA ATC to turn heading 270 degrees at the end of the runway to maintain separation. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/15/16	7:34 am	5/15/16	7:20 am	Culver City	Loud noise	There were no LAX operations observed over your residence at the reported time of 7:20 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 7:16 a.m., a Boeing 777 was observed 0.6 miles north of your residence at an approximate altitude of 6,700'. This aircraft was following the downwind leg of the FAA-established arrival route for LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in existence for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/15/16	7:16 pm	5/15/16	5:58 pm	Torrance	Low flying	At the reported time, an Airbus 320 departed from Long Beach Airport (LGB) and flew 0.3 miles northwest of your residence at an approximate altitude of 5,100'. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) issued instructions for the aircraft to turn left heading 220 degrees and climb to 13,000'. At the time of the turn, a Boeing 777 departure from LAX was climbing as it followed the Loop Departure procedure. The turn instruction given to the Airbus allowed both aircraft to maintain FAA-established separation standards. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
5/15/16	9:36 pm	5/15/16	9:34 pm	Culver City	Low flying	At the reported time, a Boeing 777 was observed following the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 5,100'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in existence for many years. The altitude of the reported aircraft was consistent with this procedure. At 9:31 p.m., when the reported aircraft was approximately 7 miles west of your residence, the pilot was instructed by the FAA Air Traffic Control (ATC) to descend and maintain an altitude of 4,000'. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather or for aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/15/16	10:22 pm	5/15/16	9:19 pm	Monterey Park	Too frequent	At the reported time, a Boeing 737 arriving to LAX flew on the extended downwind leg of the arrival route 0.4 miles north of your residence at an approximate altitude of 3,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just south of the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area at average altitudes above 2,500'. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
5/16/16	3:13 am	5/16/16	3:00 am	Los Angeles	Loud noise	We were unable to confirm any engine run-up activity during the reported time period based on available information. Engine run-ups are prohibited at LAX between the hours of 11:00 p.m. and 6:00 a.m. nightly. At 2:55 a.m., a Boeing 767 cargo plane landed over water on runway 06L. This aircraft rolled to the end of the runway as it applied reverse thrust braking power. On the reported night, Over Ocean Operations were in effect all night and the noise you observed may be attributed to arrival reverse engine thrust used to safely slow aircraft upon touchdown. In November 2015, LAX temporarily deactivated the Instrument Landing System (ILS) on the inboard runway 24L/6R on the north complex to accommodate required Runway Safety Area (RSA) improvements. This ILS deactivation shouldn't have a significant effect on arrival operations during the day and evening since runway 24L/6R is the primary departure runway on the north complex. However, it will prohibit aircraft from landing on runway 24L/6R at night when this inboard runway normally becomes the primary runway for arrivals and/or departures. As a result residents north of LAX may notice increased usage of the north outboard runway for arrivals during the late night/early morning hours until the completion of the RSA improvements. The ILS deactivation on runway 24L/6R is scheduled to continue through September 2016. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/16/16	3:24 am	5/16/16	2:18 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area during the reported time period. On the reported night, Over Ocean Operations were in effect all night. It is possible that the loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar.
5/16/16	11:31 am	5/16/16	11:31 am	Los Angeles	Loud noise	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: <a href="http://www.lawa.org">www.lawa.org</a> , select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link. It is not within the airport's purview to address telephone, television, and internet communications issues. Please contact the Federal Communications Commission Enforcement Bureau at 888-CALL-FCC (1-888-225-5322).
5/16/16	11:37 am	5/16/16	10:33 am	Monterey Park	Too frequent	At the reported time, a Boeing 787 following the extended downwind leg of the arrival route to LAX was observed 1.4 miles north of your residence at an approximate of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500'. This procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/16/16	9:27 pm	5/16/16	7:55 pm	El Segundo	Loud noise	At the reported time, data collected from Noise Monitoring Terminal (NMT) ESG1, located 0.14 miles southwest of your residence, recorded 73.4 dB, while NMT ESG2 located closer to the airport 0.28 miles northeast of your residence recorded 81.1 dB. These noise reading levels were generated by a cargo McDonnell-Douglas MD11 that departed from runway 25L. This aircraft was flying at an approximate altitude of 1,300' as it was gaining altitude 0.5 miles north of your area. Certain weather/atmospheric conditions may amplify aircraft noise.
5/16/16	9:36 pm	5/16/16	7:59 pm	El Segundo	Loud noise	On the reported evening, between 7:55 p.m. and 7:59 p.m., there were three departures from outboard runway 25L on the south runway complex. This means that these departures were further south and closer to the community. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. On occasion, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic flow. Residents adjacent to LAX may notice an increase in operations on the south complex during the federally mandated Runway Safety Area (RSA) construction on the north complex, as a temporary shortening of runway 24L/6R is scheduled to continue through September 2016. For more information on the RSA improvements at LAX, please visit <a href="http://www.laxishappening.com">www.laxishappening.com</a> and click on "Runway Construction" under the "Featured Projects" tab at the top of the page. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/16/16	10:38 pm	5/16/16	10:34 pm	Culver City	Loud noise	At the reported time, an Airbus 319 was following the downwind leg of the standard arrival route 0.2 miles north of your residence at an approximate altitude of 6,200'. Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/17/16	12:52 am	5/17/16	12:50 am	Culver City	Loud noise	At the reported time of 12:50 a.m., an Airbus 320 was observed 0.65 miles south of your residence following the standard Over Ocean Operations (OOO) arrival route for LAX at an approximate altitude of 7,700' based on available Federal Aviation Administration (FAA) radar flight track data. During OOO, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over you area at altitudes above 8,000'. At 12:48 a.m., when the aircraft was approximately 5.7 miles east of your residence, the FAA Air Traffic Control (ATC) instructed the pilot to descend and maintain an altitude of 4,000'. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. This FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar.
5/17/16	10:46 am	5/17/16	9:35 am	Los Angeles	Low flying	At the reported time, a Boeing 737 following the extended downwind leg of the arrival route to LAX was observed over your area at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at 7,000' MSL, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. The FAA Air Traffic Control uses the downwind extension during peak times and/or for weather to sequence aircraft into the arrival pattern and may do so more frequently as the number of operations increases. The extended downwind procedure ensures that separation standards are met and the airspace is used in an efficient and safe manner. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/17/16	6:22 pm	5/17/16	6:21 pm	Los Angeles	Loud noise	At the reported time, no unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. A Boeing 737 was observed following the FAA-established standard arrival route to LAX and flew 0.7 miles north of your residence at an approximate altitude of 6,000'. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *
5/17/16	11:14 pm	5/17/16	11:12 pm	Culver City	Loud noise	At the reported time, a Boeing 737 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.3 miles north of your residence at an approximate altitude of 6,000' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. No unusual activity was observed based on available FAA radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/17/16	11:38 pm	5/17/16	11:36 pm	Culver City	Loud noise	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.25 miles north of your residence at an approximate altitude of 6,500'. No unusual activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. No unusual activity was observed based on available FAA radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/18/16	11:23 am	5/16/16	9:00 pm	Los Angeles	Too frequent	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. A Boeing 737 following the standard FAA-established aerial route into the LAX airspace was observed 1.9 miles south of your residence over the ocean at an approximate altitude of 8,800'. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years you may observe more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
5/18/16	5:55 pm	5/18/16	4:50 pm	Rosemead	Loud noise	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. During peak periods, the FAA may send arriving aircraft over or near your area on the extended downwind of the standard arrival route for aircraft arriving to LAX from the north and west. This procedure is used to maintain separation between aircraft to ensure safe and efficient use of the federal airspace. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/18/16	5:55 pm	5/18/16	5:55 pm	Rosemead	Too frequent	At the reported time, an Embraer 170 on the extended downwind leg of the standard Westerly Operations arrival route flew 1.3 miles southwest of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed following the FAA-established extended downwind leg of the standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500' MSL, for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area. This procedure ensures that separation standards are met and the airspace is used in an efficient and safe manner. This published FAA arrival procedure has been in existence for many years. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
5/19/16	3:25 am	5/19/16	3:19 am	Los Angeles	Low flying	At the reported time, an LAPD helicopter flew southbound towards the Marina 0.1 miles southwest of your residence at an approximate altitude of 800'. Details of their operation are not available to the airport. Please note that airports have no jurisdiction over law enforcement operations or aircraft in flight. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at <a href="http://www.heli-noise-la.com">www.heli-noise-la.com</a> . Certain weather/atmospheric conditions may amplify aircraft noise.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/19/16	4:00 pm	5/19/16	3:50 pm	Whittier	Loud noise	At the reported time, an Airbus 321 was observed 0.4 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.4 miles south of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals. These aircraft are following published Federal Aviation Administration (FAA) arrival procedures for LAX. You may also be noticing aircraft arriving to LAX from the south which are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. These FAA arrival procedures for LAX have been in place for many years. Your residence is also subject to General Aviation (GA) aircraft from other local airports. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/19/16	5:27 pm	5/19/16	4:19 pm	Pico Rivera	Too frequent	<p>Your residence is located approximately 0.24 miles north of the final leg of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. Additionally, your residence is also subject to arrivals from the north and west. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500', for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area as they make the U-turn to join the final leg of the arrival pattern. This arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. Sound insulation for residential dwellings may be achieved by upgrading certain features of the property. This includes dual pane windows, solid core doors, fire place doors and dampers, attic baffles, insulation and other elements. Los Angeles World Airports (LAWA) does not recommend or endorse any particular products to reduce noise. You may visit our website <a href="http://www.lawa.org">www.lawa.org</a> and type "Noise Quest" in the search bar to visit a site with information on reducing noise in a house. Once you navigate to this site, type "reducing noise inside a house" in the search field.</p>

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/19/16	10:49 pm	5/19/16	10:39 pm	Los Angeles	Loud noise	At the reported time, no unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. An Airbus 320 on the downwind leg of the FAA-established standard arrival route was observed 0.7 miles south of your residence at an approximate altitude of 4,900'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After crossing the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/21/16	5:13 am	5/21/16	4:05 am	Los Angeles	Helicopter operations	On the reported morning, a television news helicopter was observed circling your area from approximately 4:50 a.m. to 6:58 a.m. at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter originated at Van Nuys Airport (VNY) and was not associated with LAX operations. For more information or to file a complaint, please contact the Van Nuys Noise Office at 800-560-0010. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/21/16	6:30 am	5/21/16	6:05 am	Los Angeles	Helicopter operations	As noted in the response to your previous complaint, the reported television news helicopter was observed circling your area from approximately 4:50 a.m. to 6:58 a.m. at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/21/16	6:36 am	5/21/16	6:35 am	Los Angeles	Helicopter operations	The reported television news helicopter was observed circling your area from approximately 4:50 a.m. to 6:58 a.m. at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter originated at Van Nuys Airport (VNY) and was not associated with LAX operations. For more information regarding this helicopter or to file a complaint please contact the VNY noise complaint hotline at 800-560-0010. General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/21/16	11:46 am	5/21/16	1:25 am	Westchester	Ground noise	On the reported day between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to construction. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. The loud noise you observed may be attributed to a combination of departure backblast, resulting from engines at full power during takeoff, and arrival reverse engine thrust, used to safely slow aircraft upon touchdown. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/21/16	8:57 pm	5/21/16	7:52 pm	Culver City	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles south of the downwind leg of the published FAA arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/22/16	8:04 am	5/22/16	8:00 am	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the downwind leg of the published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/22/16	8:09 am	5/22/16	8:10 am	Culver City	Low flying	At 8:08 a.m. on the reported day, a Boeing 717 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/22/16	8:21 am	5/22/16	8:21 am	Culver City	Loud noise	At 8:20 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/22/16	8:22 am	5/22/16	8:22 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 7,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/22/16	11:59 am	5/22/16	7:00 am	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the published FAA arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.9 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years you may observe more frequent operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/22/16	7:38 pm	5/22/16	7:30 am	Westchester	Low flying	There were no aircraft operations observed over your area at the reported time of 7:30 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 7:38 a.m. on the reported day, a General Aviation (GA) Van's Aircraft (RV7) was observed 1 mile west of your residence at an approximate altitude of 4,500' based on available FAA radar flight track data. This aircraft originated at Long Beach Airport (LGB) and was not associated with LAX operations. For more information or to file a complaint please contact LGB at 562-570-2665. This aircraft was following the Mini Route, a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace directly over the airport at an altitude of 2,500' MSL. Most GA aircraft, including small planes and helicopters, operating under VFR do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/22/16	7:41 pm	5/22/16	7:31 pm	View Park-Windsor .....	Low flying	At 7:32 p.m. on the reported day, an Airbus 380 on arrival to LAX was observed 1.9 miles north of your residence at an approximate altitude of 5,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 1.5 miles south of the downwind leg of the published FAA arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. In the reported instance, the large size of the A380, a Design Group VI aircraft, may have made it appear lower. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/23/16	10:21 am	5/23/16	9:30 am	Culver City	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the downwind leg of the published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.6 miles northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/23/16	11:07 am	5/22/16	10:15 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the downwind leg of the published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.8 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years you may observe more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise Management" in the search bar, click on "LAX Noise Management", and under Reports and Studies, click on "North Downwind Arrival Study". Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/23/16	2:39 pm	5/23/16	2:38 pm	Rolling Hills	Overflight	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to overflights by General Aviation (GA) aircraft from various local airports. Most GA aircraft, including small planes and helicopters, operating under Visual Flights Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/23/16	3:40 pm	5/23/16	1:11 pm	Montebello	Too frequent	At the reported time, an Airbus 320 on the extended downwind leg of the arrival route to LAX was observed 2.3 miles west of your residence at an approximate altitude of 3,200' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000 MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' and this may occur more frequently as the number of operations increases. This procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/23/16	8:13 pm	5/23/16	8:11 pm	Playa Del Rey	Loud noise	At 8:10 p.m. on the reported day, an Airbus 330 departed from the north inboard runway 24L following standard Federal Aviation Administration (FAA) departure procedures for LAX. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There were no unusual aircraft operations at the reported time based on available FAA radar flight track data. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/23/16	8:15 pm	5/23/16	8:14 pm	Playa Del Rey	Overflight	At 8:14 p.m. on the reported day, an Airbus 320 departed from the north inboard runway 24L following standard Federal Aviation Administration (FAA) departure procedures for LAX. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There were no unusual aircraft operations and no overflights over your area at the reported time based on available FAA radar flight track data. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
5/23/16	10:17 pm	5/23/16	10:14 pm	Culver City	Low flying	At the reported time, a Boeing 737 was observed on the downwind leg of the published Federal Aviation Administration (FAA) arrival route to LAX. This aircraft was observed 0.36 miles north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 2.8 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your residence. The reported aircraft was observed over your area at an altitude consistent with this procedure. This standard FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
5/23/16	11:13 pm	5/23/16	11:11 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the published FAA arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/23/16	11:20 pm	5/23/16	11:19 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed on the downwind leg of the published Federal Aviation Administration (FAA) arrival route to LAX. This aircraft was observed 0.36 miles north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 2.8 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your residence. The reported aircraft was observed over your area at an altitude consistent with this procedure. This standard FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. *
5/24/16	1:11 am	5/23/16	10:54 pm	La Habra	Loud noise	At the reported time, there were no LAX operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. An unknown General Aviation (GA) aircraft which departed from Chino Airport (CNO) en route to Long Beach Airport (LGB) was observed 0.35 miles north of your residence at an approximate altitude of 2,300' based on available FAA radar flight track data. This aircraft was not associated with LAX operations. For more information or to file a complaint, please contact LGB at (562) 570-2665. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/24/16	1:36 am	5/24/16	12:29 am	Inglewood	Overflight	On May 21st and 22nd, 2016, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to construction. On May 23rd, the FAA ATC deviated from OOO, between 12:10 a.m. and 3:21 a.m., due to wind conditions, and on May 24th between midnight and 6:30 a.m., the FAA ATC deviated from OOO due to runway closures. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach. These aircraft fly over your area at average altitudes of 1,000'. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. There is no aircraft operations curfew at LAX. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
5/24/16	5:29 am	5/24/16	4:55 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CVLT lax departure was observed 1 mile south of your residence at an approximate altitude of 9,800' based on available Federal Aviation Administration (FAA) radar flight track data. This departure was consistent with published FAA procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the South Bay. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operation and does depart very early in the morning. Since this cargo operation seems to be a regularly scheduled departure, you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Los Angeles World Airports (LAWA) Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.
5/24/16	5:10 pm	5/24/16	10:10 am	Los Angeles	Helicopter operations	The reported television news helicopter was observed hovering over your area from approximately 9:30 a.m. to 10:36 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. General Aviation aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Most helicopters operate out of airports other than LAX. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint Response System at <a href="http://www.heli-noise-la.com">www.heli-noise-la.com</a> . Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/24/16	6:54 pm	5/24/16	6:53 pm	Culver City	Loud noise	At 6:52 p.m., a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/24/16	8:56 pm	5/24/16	8:54 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/24/16	10:23 pm	5/24/16	8:57 pm	Culver City	Too frequent	At the reported time, an Embraer 170 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/24/16	11:10 pm	5/24/16	1:18 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These published FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/25/16	4:28 am	5/25/16	4:26 am	Culver City	Loud noise	At the reported time, a McDonnell Douglas MD-11 on arrival to LAX was observed 0.5 miles southwest of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. During OOO, usually in effect from midnight to 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 4 miles west of your residence at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach. OOO is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. During OOO, aircraft usually fly over your area at altitudes above 8,000'; however, the reported aircraft was instructed by the FAA ATC to descend and maintain an altitude of 4,000' MSL. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/25/16	7:35 am	5/25/16	1:26 am	Culver City	Loud noise	There were no LAX operations observed over your area at the reported time of 1:26 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 1:27 a.m., a police department helicopter was observed 0.7 miles northwest of your residence at an approximate altitude of 700' based on available FAA radar flight track data. This helicopter was not associated with LAX operations. At 1:16 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 7,900' based on available FAA radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. During OOO, usually in effect from midnight to 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.8 miles west of your residence at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach. OOO is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. This procedure has been in place for many years. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. During OOO, aircraft usually fly over your area at altitudes above 8,000'. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/25/16	11:24 am	5/25/16	2:40 am	Culver City	Loud noise	At the reported time of 11:23 p.m., a Boeing 747 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/25/16	10:25 pm	5/25/16	8:03 pm	La Habra	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed following standard Federal Aviation Administration (FAA) arrival procedures for LAX. This aircraft flew 2.2 miles north of your residence at an approximate altitude of 6,400' based on available FAA radar flight track data and no unusual activity was observed. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/25/16	10:42 pm	5/25/16	10:42 pm	Malibu	Too frequent	At 10:37 p.m., a Boeing 737 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 9,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed over your area at altitudes consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".
5/25/16	10:44 pm	5/25/16	10:25 pm	Los Angeles	Too frequent	During the reported time period there were several aircraft operations observed over your area. At 10:38 p.m., a Boeing 737 on arrival to LAX was observed 2 miles south of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard FAA arrival procedures for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly over your area at altitudes above 7,000' as they continue to descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Your residence is also subject to General Aviation (GA) operations from other local area airports. An unknown helicopter operation was observed circling your area between 10:22 p.m. and 10:43 p.m. at an approximate altitude of 2,100' based on available FAA radar flight track data. This helicopter was not associated with LAX operations. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/25/16	11:02 pm	5/25/16	9:56 pm	Malibu	Too frequent	At the reported time, a Boeing 737 was observed 1 mile south of your residence at an approximate altitude of 9,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard FAA arrival procedures for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at average altitudes of approximately 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results". For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.
5/25/16	11:09 pm	5/25/16	10:05 pm	Los Angeles	Loud noise	At the reported time, there were no aircraft operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. A law enforcement helicopter was observed circling your area between 7:04 p.m. and 9:15 p.m. at an average altitude of 2,000'. This helicopter was not associated with LAX operations. General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. At the reported time, an Airbus 320 on arrival to LAX was observed 2 miles south of your residence at an approximate altitude of 1,200' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. After making the U-turn, these aircraft may fly approximately 2 miles south of your residence at average altitudes of 1,200'. This published FAA arrival procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over helicopter operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/25/16	11:16 pm	5/25/16	11:15 pm	Culver City	Loud noise	At the reported time, a Boeing 717 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.8 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/26/16	9:29 am	5/25/16	1:18 am	Westchester	Ground noise	There were no LAX aircraft operations observed over your residence at the reported times based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff and reverse engine thrust, used to safely slow aircraft upon touchdown. The closest operation that flew near your area was at 1:02 a.m. when a Boeing 767 on arrival to LAX was observed approximately 0.45 miles south of your residence at an approximate altitude of 7,500' based on available FAA radar flight track data. This aircraft was following vector/heading instructions from the FAA Air Traffic Control (ATC). Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/26/16	9:52 am	5/26/16	9:42 am	Malibu	Too frequent	At the reported time, 10:30 p.m. on May 25th, an Airbus 320 was observed 1.25 miles south of your residence at an approximate altitude of 10,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. On the reported night, between 10:30 p.m. and midnight, aircraft following this procedure were observed over your area at altitudes above 9,700', which is consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study". Your area is also subject to General Aviation (GA) aircraft from other local area airports. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.
5/26/16	12:16 pm	5/25/16	8:22 pm	Torrance	Low flying	At the reported time, a law enforcement helicopter was observed over your area at an approximate altitude of 600' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. LAX has no jurisdiction over law enforcement operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/26/16	12:21 pm	5/25/16	11:20 pm	Torrance	Low flying	At the reported time, an unknown helicopter was observed 0.2 miles north of your residence at an approximate altitude of 600' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most helicopters operate out of airports other than LAX. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/26/16	1:04 pm	5/26/16	11:59 am	Culver City	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.45 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/26/16	1:38 pm	5/25/16	10:00 am	Malibu	Loud noise	At 9:59 a.m. there were two aircraft operations observed over your area. The first was an Airbus 320 on arrival to LAX which was observed 0.8 miles south of your residence at an approximate altitude of 10,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study". The second aircraft operation observed at the reported time was a Cirrus SR22 which flew over your residence at an approximate altitude of 5,100' based on available FAA radar flight track data. This aircraft was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. Your area is also subject to General Aviation (GA) operations from other local airports, including SMO, HHR and Long Beach Airport (LGB). Most GA aircraft, including small planes and helicopters, operate out of airports other than LAX. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/26/16	1:56 pm	5/5/16	3:07 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time of 3:07 a.m. on May 5th, 2016 based on available Federal Aviation Administration (FAA) radar flight track data. We also investigated aircraft operations over your area at 3:07 a.m. on the date you submitted your complaint, May 26th, 2016, in case there was a typo when entering the date of the disturbance. On May 26th at 3:06 a.m., a law enforcement helicopter was observed 0.4 miles north of your residence at an approximate altitude of 700' based on available FAA radar flight track data. This helicopter was not associated with LAX operations. General aviation aircraft, including small planes and helicopters, may fly at their discretion following FAA regulations. Please note that LAX has no jurisdiction over helicopter operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/26/16	3:08 pm	5/25/16	10:30 pm	Malibu	Too frequent	At the reported time, a Boeing 737 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 9,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study". Your area is also subject to numerous General Aviation (GA) operations from other local airports, including SMO, Hawthorne Municipal Airport (HHR) and Long Beach Airport (LGB), which may also have experienced increases in operations. Most GA aircraft, including small planes and helicopters, operate out of airports other than LAX. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/26/16	3:12 pm	5/26/16	3:39 am	Gardena	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed 2.6 miles northeast of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following vector instructions from the FAA Air Traffic Control (ATC). The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/26/16	4:06 pm	5/26/16	4:04 pm	Culver City	Loud noise	At the reported time, a Boeing 717 was observed following the downwind leg of the FAA-established standard arrival route to LAX 0.3 miles north of your residence at an approximate altitude of 5,800'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/26/16	4:11 pm	5/25/16	1:00 am	Malibu	Overflight	The aircraft operations you are observing are north downwind arrivals to LAX following Westerly Operations arrival procedures. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein aircraft arriving to LAX from the east are vectored to the SMO VOR at or above 8,000' MSL and proceed westbound to make a U-turn over the ocean. Aircraft following this procedure may fly approximately 2 miles south of your residence before making the U-turn south for final approach. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. These published FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. To view a graphical depiction of aircraft traffic flow at LAX, please visit <a href="http://www.lawa.org">www.lawa.org</a> and type "aircraft traffic flow" in the search bar. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/27/16	6:07 am	1/25/16	10:25 am	Malibu	Overflight	At the reported time of 10:25 a.m. on January 25th, 2016, a Boeing 777 on the north downwind arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 9,600' based on available Federal Aviation Administration (FAA) radar flight track data. We also investigated aircraft operations on May 25th, 2016 at 10:25 a.m. in case there was a typo when entering the disturbance date/time. On May 25th, 2016 at 10:28 a.m., a Boeing 737 on arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 9,100' based on available FAA radar flight track data. These aircraft were following standard Westerly Operations arrival procedures for LAX. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/27/16	11:53 am	5/27/16	11:53 am	Malibu	Loud noise	The aircraft operations you are observing are north downwind arrivals to LAX following Westerly Operations arrival procedures. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/27/16	11:59 am	5/27/16	1:01 am	Malibu	Too frequent	Your residence is located under the standard route for aircraft arriving to LAX from the north and west which are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft following this procedure may fly over your area at average altitudes of 9,000' as they descend towards the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations at LAX has been increasing since a record low in 2009, so compared to the last few years there may be more frequent operations. Your area is also subject to General Aviation (GA) operations from other local airports, including SMO, Hawthorne Municipal Airport (HHR) and Long Beach Airport (LGB) and the number of operations at these airports may also have increased. Most GA aircraft, including small planes and helicopters, operate out of airports other than LAX. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at <a href="http://www.lawa.org">www.lawa.org</a> , enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".
5/27/16	10:56 pm	5/27/16	9:52 pm	Los Angeles	Helicopter operations	There were no aircraft operations observed over your area at the reported time of 9:52 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 10:52 p.m. on the reported day, a television news helicopter was observed over your area at an approximate altitude of 1,000'. General Aviation aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/28/16	11:31 am	5/28/16	10:26 am	Monterey Park	Too frequent	At 10:27 a.m., a Boeing 737 following the extended downwind leg of the arrival route to LAX was observed 0.2 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000 MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' and this may occur more frequently as the number of operations increases. This procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/29/16	5:59 pm	5/29/16	5:57 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/29/16	9:08 pm	5/29/16	8:00 pm	Downey	Loud noise	At 8:01 p.m., an Embraer 170 on arrival to LAX was observed over your residence at an approximate altitude of 4,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft landing on the south runway complex at LAX and is subject to numerous aircraft on final approach. These aircraft are following a published FAA arrival procedure for LAX and are usually observed over your area at average altitudes of 4,000' MSL. This FAA arrival procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/30/16	12:30 am	5/29/16	11:23 pm	Torrance	Ground noise	There were no LAX operations observed within 5 miles of your residence between 11:00 p.m. on May 29th and 12:30 a.m. on May 30th based on available Federal Aviation Administration (FAA) radar flight track data. The nearest operation observed over your area was a General Aviation (GA) Cessna 182 which was observed 2.36 miles east of your residence at an approximate altitude of 2,600' based on available FAA radar flight track data. This aircraft, which originated at John Wayne Airport (SNA), was en route to Santa Monica Airport (SMO) and was not associated with LAX operations. For more information regarding this aircraft please contact the SNA Noise Office at (949) 252-5185 or the SMO Noise Hotline at (310) 458-8692. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/30/16	1:16 pm	5/30/16	1:00 pm	Los Angeles	Loud noise	At the reported time, a C17 military aircraft was observed over your area at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft may have been part of the Memorial Day Observance at the Woodlawn Cemetery in Santa Monica. This aircraft was not associated with LAX operations. Please note that LAX has no jurisdiction over military aircraft operations or operations in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/30/16	1:34 pm	5/26/16	11:14 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years you may observe more frequent operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/30/16	3:42 pm	5/30/16	3:35 pm	El Segundo	Overflight	At the reported time, a regional jet on arrival to LAX was observed over your area at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a go-around due to a change in runway assignment by the FAA Air Traffic Control (ATC). A go-around is a procedure used for arrival aircraft when the pilot or the FAA ATC determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
5/30/16	6:54 pm	5/30/16	5:41 pm	Los Angeles	Low flying	At 5:40 p.m. on the reported day, a regional jet on arrival to LAX was observed 1.2 miles south of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 6 miles southwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
5/30/16	6:59 pm	5/30/16	6:58 pm	Los Angeles	Too frequent	At 6:57 p.m. on the reported day, a Boeing 717 on arrival to LAX was observed 1.5 miles south of your residence at an approximate altitude of 4,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 6 miles southwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.

\* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

\*\* Disturbance is as reported by complainant.