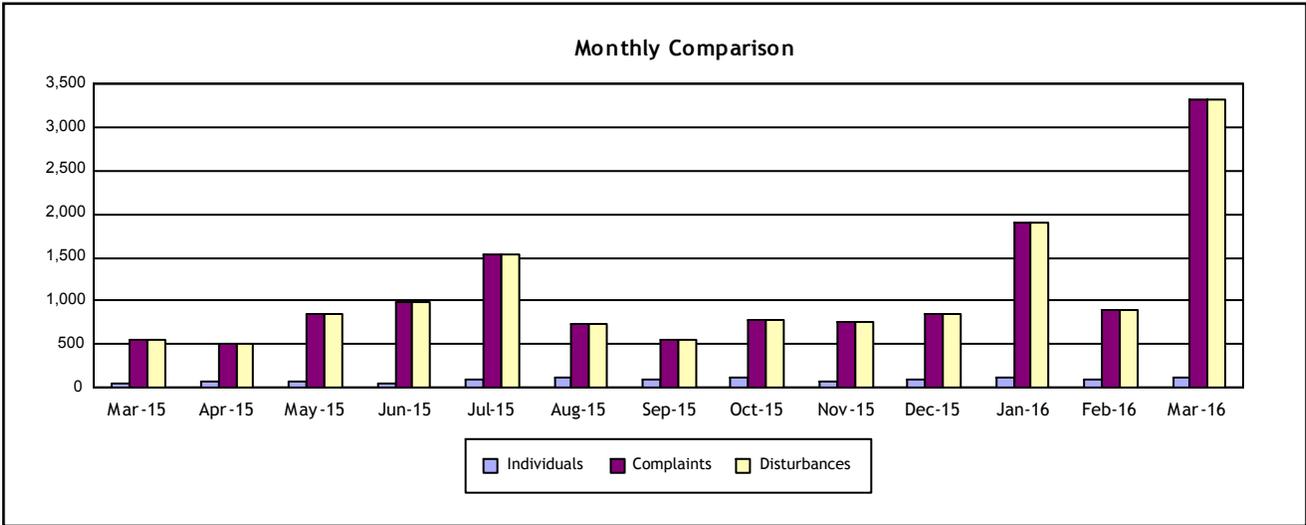


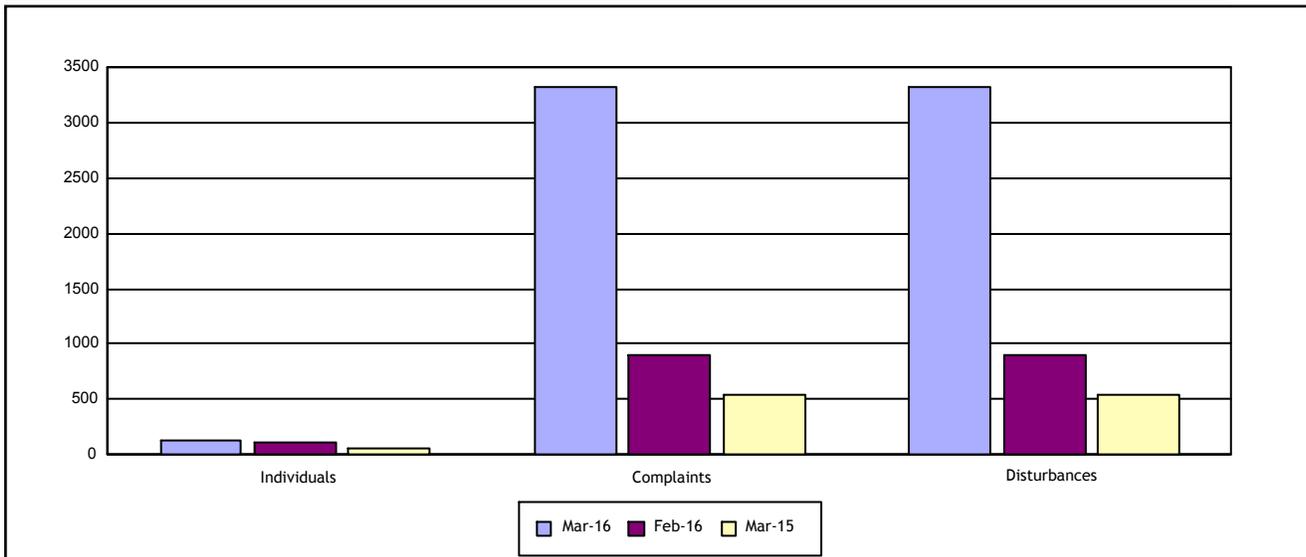
**Individuals Submitting Noise Complaints** **124**

**Noise Complaints Received** **3,323**

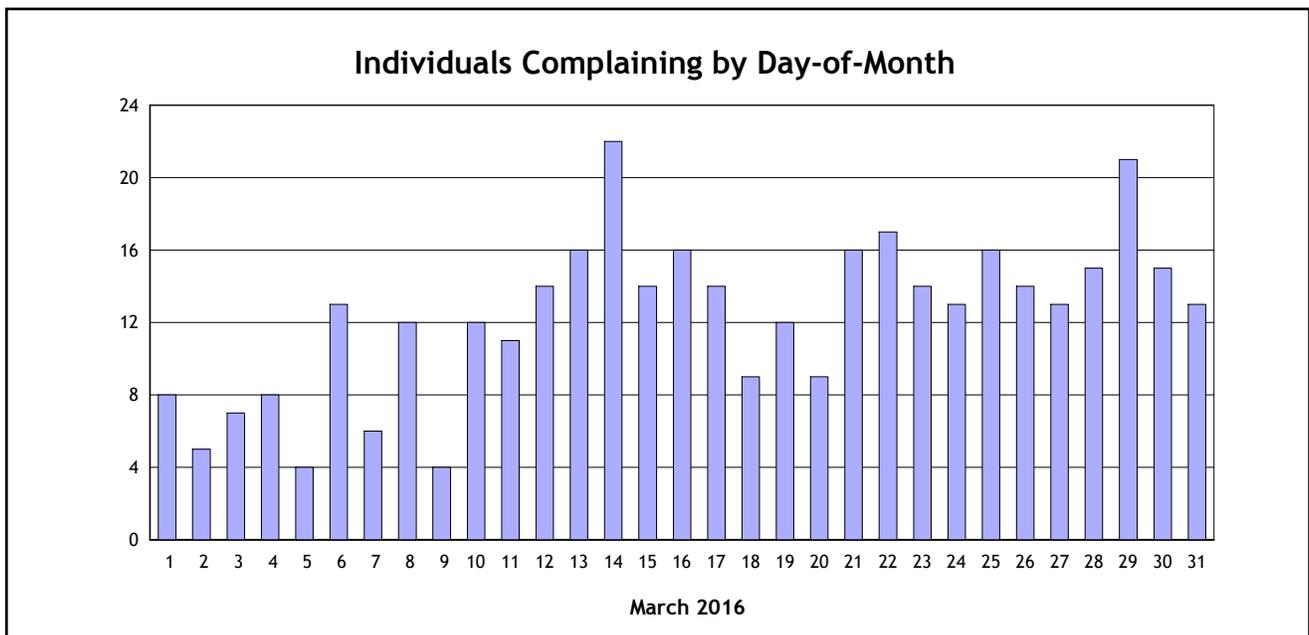
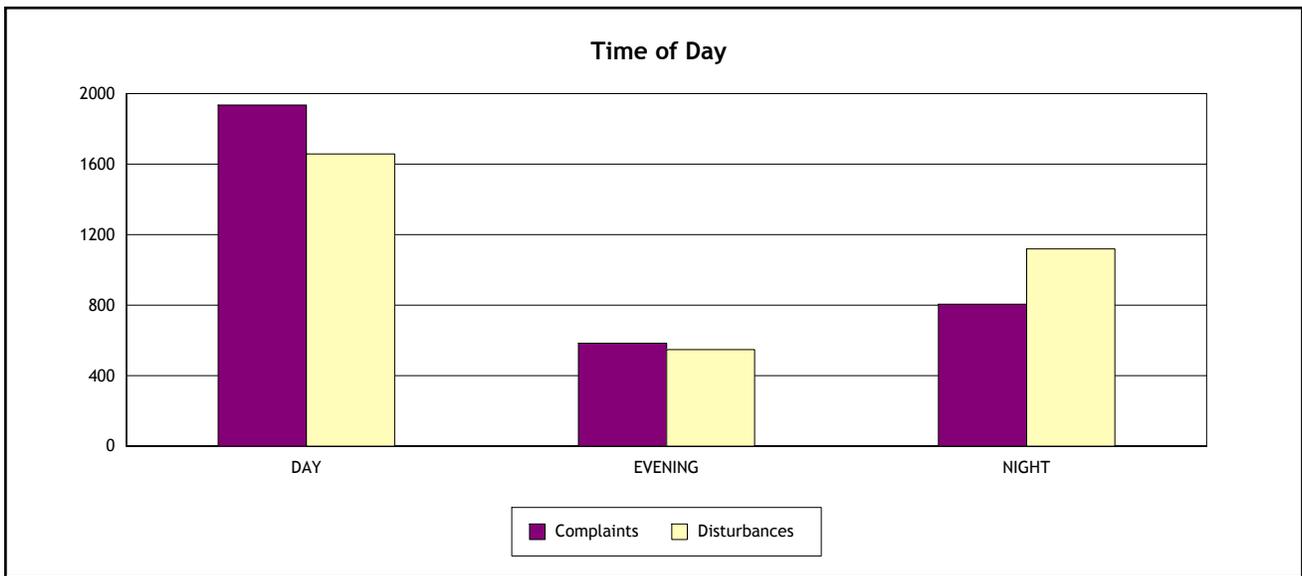
**Noise Disturbances Reported** **3,323**



	March 2016	February 2016	% Change	March 2015	% Change
<b>Individuals</b>	124	103	20%	63	97%
<b>Complaints</b>	3,323	904	268%	545	510%
<b>Disturbances</b>	3,323	904	268%	545	510%



	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	1,934	584	805
Disturbances	1,657	548	1,118



City	Individuals	Complaints	Percentage of Complaints**
Calabasas	1	8	< 1%
Carmel Valley	1	2	< 1%
Culver City	54	2688	81%
El Segundo	3	3	< 1%
Hawthorne	1	2	< 1%
Huntington Park	1	1	< 1%
Inglewood	6	10	< 1%
La Habra Heights	1	9	< 1%
Lakewood	1	27	< 1%
Long Beach	1	7	< 1%
Los Angeles	25	85	3%
Manhattan Beach	3	5	< 1%
Monterey Park	1	2	< 1%
Pacific Palisades	1	83	2%
Palos Verdes Estates	1	1	< 1%
Rancho Palos Verdes	1	4	< 1%
Redondo Beach	7	15	< 1%
Santa Cruz	1	22	< 1%
Santa Monica	3	144	4%
Stevenson Ranch	1	6	< 1%
Thousand Oaks	1	1	< 1%
Torrance	4	4	< 1%
Unknown	3	3	< 1%
Whittier	2	2	< 1%
Anonymous	NA	189	6%
<b>TOTAL</b>	<b>124</b>	<b>3323</b>	0 10 20 30 40 50 60 70 80 90 100

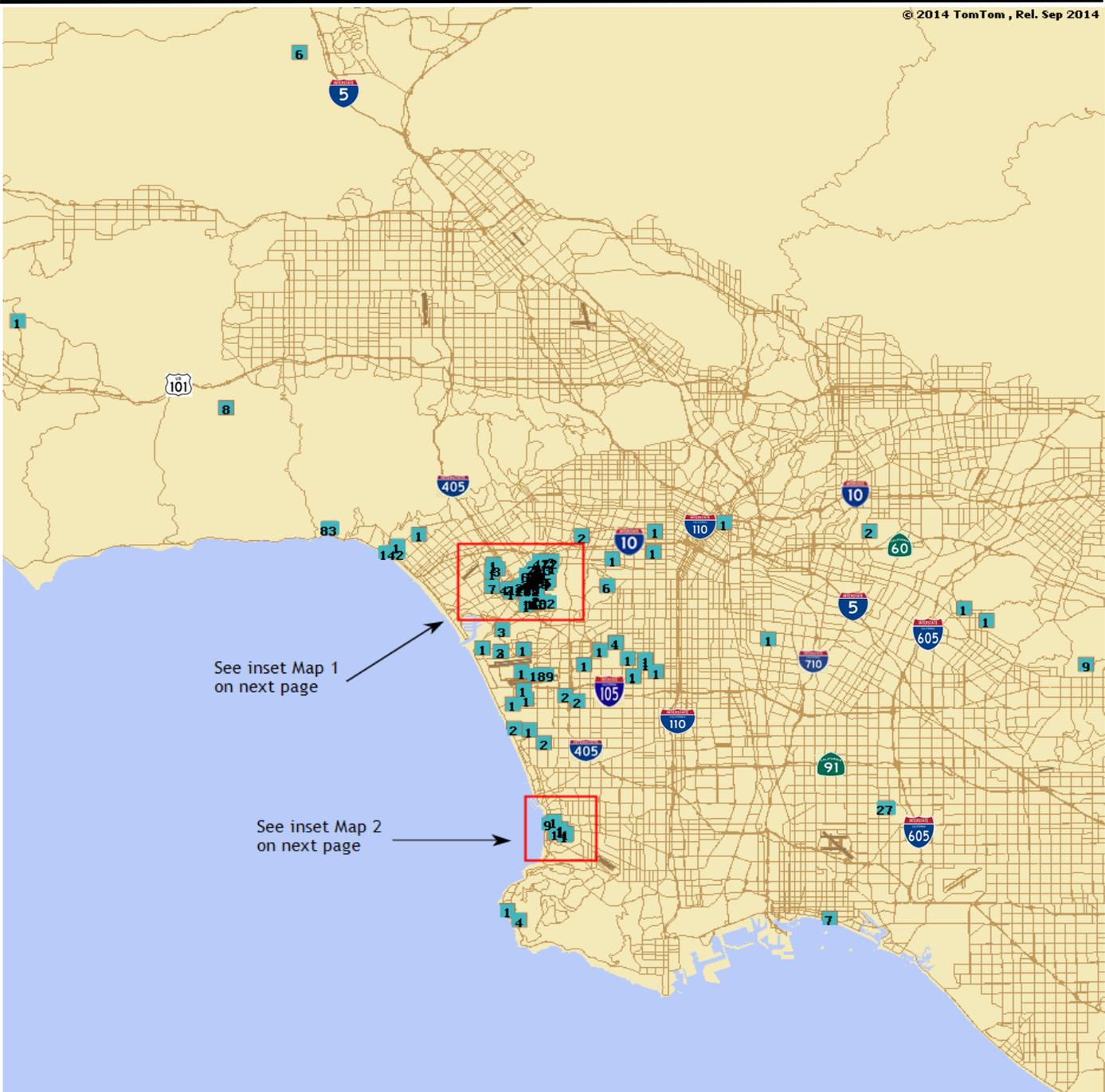
Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	630	19% 
*One Individual (Culver City)	511	15% 
*One Individual (Culver City)	422	13% 
*One Individual (Culver City)	213	6% 
*One Individual (Culver City)	212	6% 
*One Individual (Anonymous)	189	6% 
*One Individual (Culver City)	182	5% 
*One Individual (Culver City)	160	5% 
*One Individual (Santa Monica)	142	4% 
*One Individual (Culver City)	133	4% 
*One Individual (Pacific Palisades)	83	2% 
*One Individual (Los Angeles)	41	1% 
*One Individual (Culver City)	28	1% 
*One Individual (Lakewood)	27	1% 
*One Individual (Culver City)	22	1% 
*One Individual (Santa Cruz)	22	1% 
*One Individual (Culver City)	21	1% 
*One Individual (Culver City)	13	0% 
*One Individual (Culver City)	12	0% 
*One Individual (Culver City)	11	0% 
*One Individual (Culver City)	11	0% 
*One Individual (Culver City)	10	0% 
*One Individual (Culver City)	9	0% 
*One Individual (La Habra Heights)	9	0% 
*One Individual (Redondo Beach)	9	0% 
*One Individual (Calabasas)	8	0% 
*One Individual (Culver City)	8	0% 
*One Individual (Long Beach)	7	0% 
*One Individual (Los Angeles)	7	0% 
*One Individual (Culver City)	6	0% 
*One Individual (Culver City)	6	0% 
*One Individual (Culver City)	6	0% 
*One Individual (Los Angeles)	6	0% 
*One Individual (Stevenson Ranch)	6	0% 



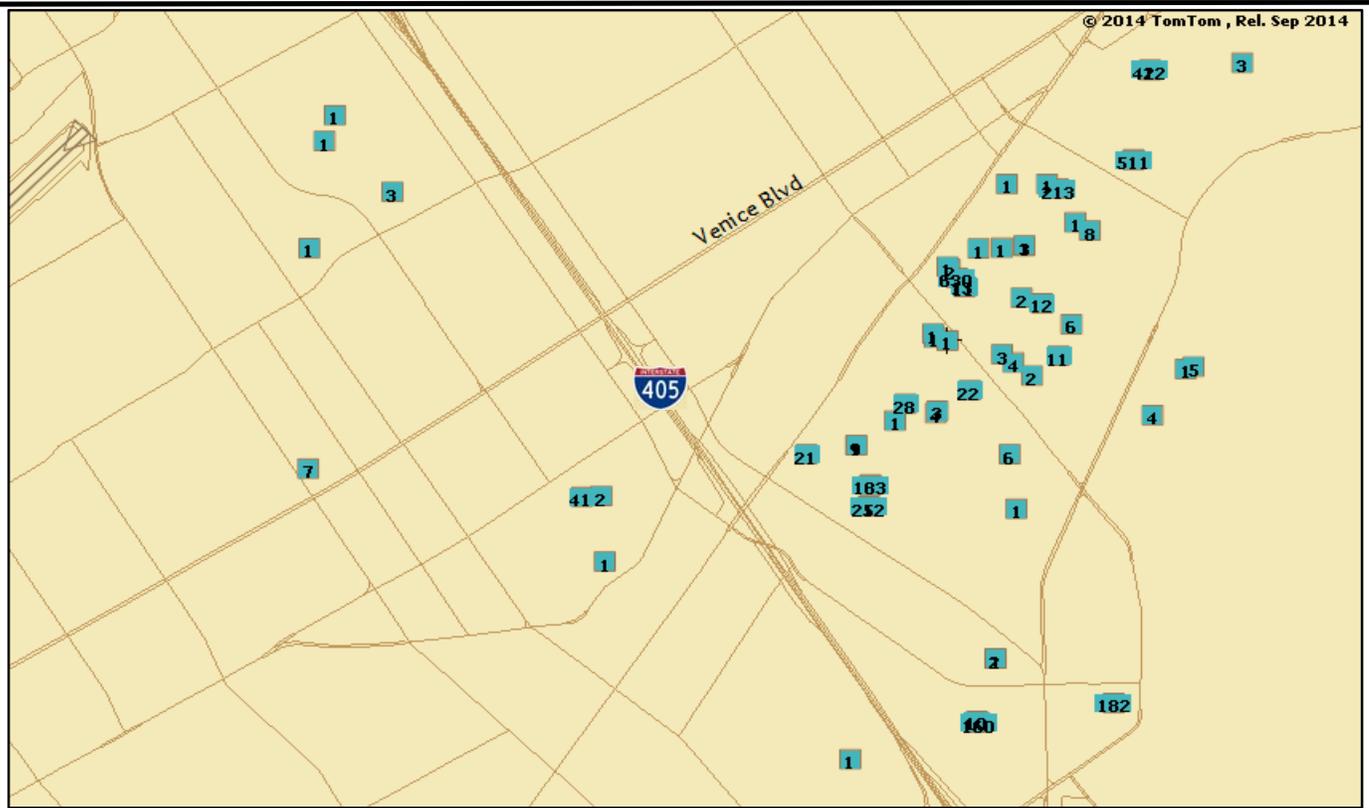
Period: March 2016

Individuals Reporting 2 To 5 Complaints	77	2%	
Individuals Reporting One Complaint	64	2%	
<b>TOTAL</b>	<b>Individuals : 124</b>	<b>3323</b>	<b>0 10 20 30 40 50 60 70 80 90 100</b>

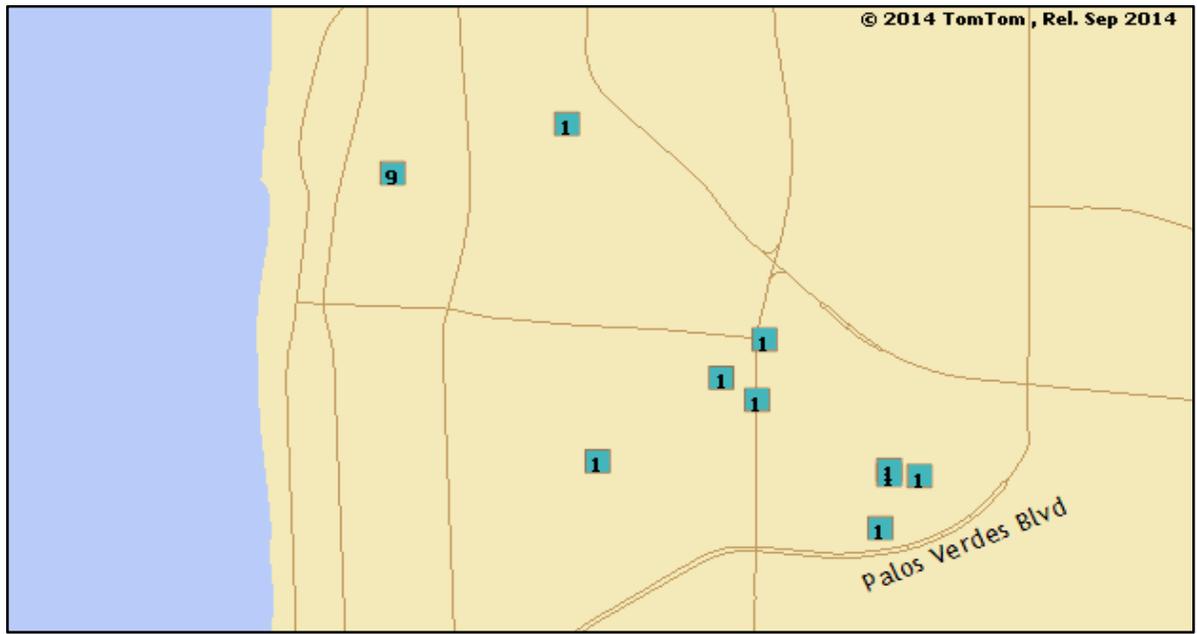
\* One individual reporting 6 or more complaints shown by city.  
 \*\* All percentages are rounded to the nearest whole number.



\*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 Carmel Valley and Santa Cruz, CA.



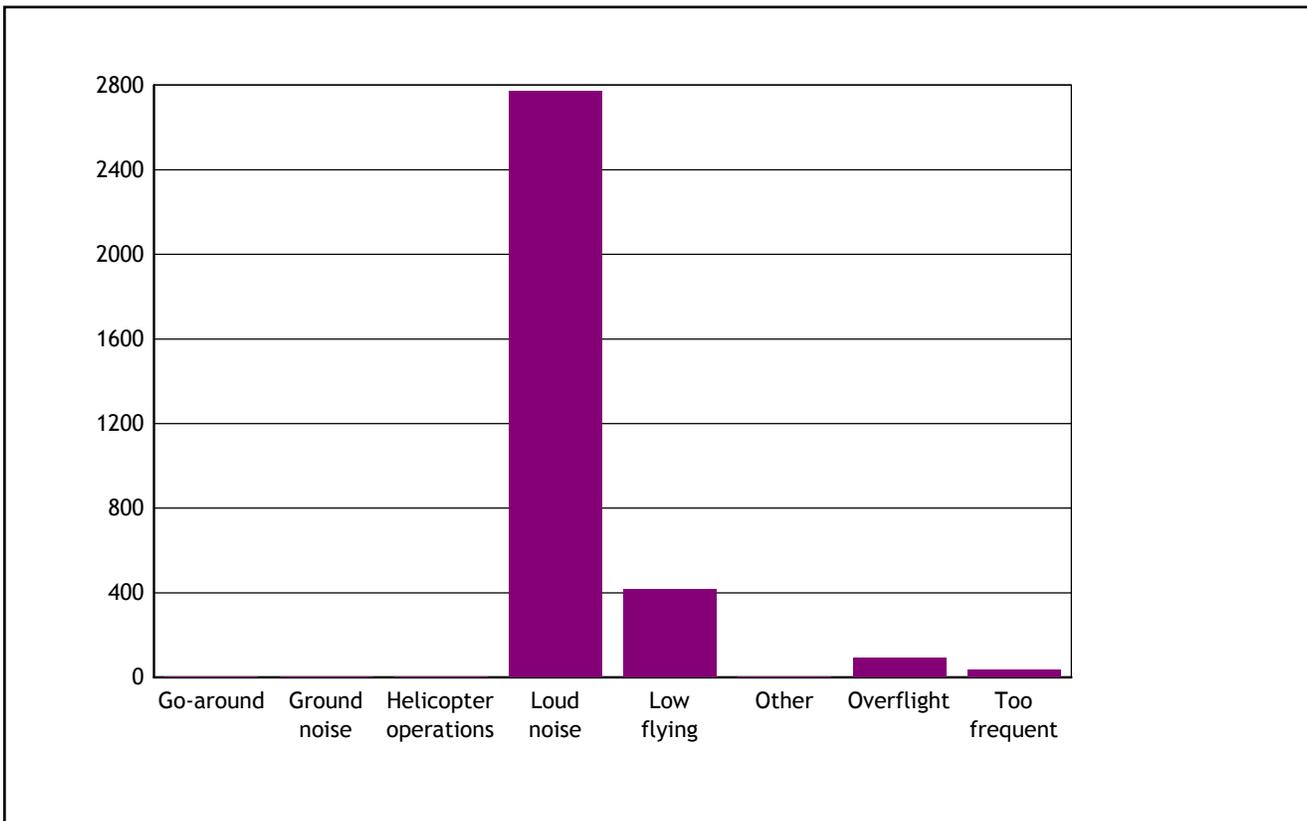
Map 1



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>
Go-around	1
Ground noise	4
Helicopter operations	4
Loud noise	2771
Low flying	416
Other	4
Overflight	90
Too frequent	33
<b>TOTAL</b>	<b>3,323</b>



Note: \* As reported by complainant.



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

Period : March 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
03/29/2016	5:00:58	TSU1347	CVLT	25R	Standard Turboprop Departure	3
03/01/2016	2:10:27	FDX1814	B77L	25L	Deviation from Over-Ocean Ops	2
03/06/2016	5:45:40	QFA15	B744	24R	Deviation from Over-Ocean Ops	2
03/11/2016	17:19:41	CSN327	A388	24R	Standard Arrival Operation	2
03/14/2016	17:21:56	CCA983	B77W	24R	Standard Arrival Operation	2

Note

CCA AIR CHINA  
CSN CHINA SOUTHERN AIRLINES  
FDX FEDERAL EXPRESS CORPORATION  
QFA QANTAS AIRWAYS, LTD  
TSU GULF & CARIBBEAN CARGO, INC.



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
3/1/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
3/2/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
3/3/2016	05:41:00	06:29:59	00:48:59	West Flow	Airport Design Group V/VI and Aircraft Restrictions
3/4/2016	00:00:00	00:01:59	00:01:59	West Flow	SoCal TRACON Decision
3/4/2016	05:45:00	06:29:59	00:44:59	West Flow	SoCal TRACON Decision
3/5/2016	00:00:00	06:29:59	06:29:59	West Flow	Construction
3/6/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
3/7/2016	00:00:00	06:29:59	06:29:59	West Flow	Wind
3/8/2016	06:24:00	06:29:59	00:05:59	West Flow	Westerly Operations Transition
3/9/2016	04:40:00	06:29:59	01:49:59	West Flow	SoCal TRACON Decision
3/10/2016	04:10:00	06:29:59	02:19:59	West Flow	ILS Outage
3/11/2016	00:00:00	00:06:59	00:06:59	West Flow	Over Ocean Operations Transition
3/11/2016	05:14:00	06:29:59	01:15:59	West Flow	Low Ceilings
3/12/2016	00:00:00	01:54:59	01:54:59	West Flow	Winds
3/12/2016	05:50:00	06:29:59	00:39:59	West Flow	SoCal TRACON Decision
3/13/2016	05:30:00	06:29:59	00:59:59	West Flow	SoCal TRACON Decision
3/14/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
3/15/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
3/16/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
3/17/2016	06:28:00	06:29:59	00:01:59	West Flow	Westerly Operations Transition
3/18/2016	00:00:00	00:44:59	00:44:59	West Flow	Low Ceilings
3/18/2016	06:25:00	06:29:59	00:04:59	West Flow	Westerly Operations Transition
3/19/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
3/20/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
3/21/2016	03:37:00	06:29:59	02:52:59	West Flow	Weather
3/23/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
3/24/2016	00:00:00	00:01:59	00:01:59	West Flow	SoCal TRACON Decision
3/24/2016	06:22:00	06:29:59	00:07:59	West Flow	Westerly Operations Transition
3/25/2016	06:27:00	06:29:59	00:02:59	West Flow	Westerly Operations Transition
3/26/2016	06:15:00	06:29:59	00:14:59	West Flow	SoCal TRACON Decision
3/27/2016	00:00:00	00:09:59	00:09:59	West Flow	Over Ocean Operations Transition
3/27/2016	06:27:00	06:29:59	00:02:59	West Flow	Westerly Operations Transition
3/28/2016	00:00:00	00:17:59	00:17:59	West Flow	SoCal TRACON Decision
3/28/2016	05:55:00	06:29:59	00:34:59	West Flow	SoCal TRACON Decision
3/29/2016	06:20:00	06:29:59	00:09:59	West Flow	Westerly Operations Transition
3/30/2016	06:20:00	06:29:59	00:09:59	West Flow	SoCal TRACON Decision
3/31/2016	06:17:00	06:29:59	00:12:59	West Flow	SoCal TRACON Decision



Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/1/16	2:07 am	3/1/16	2:05 am	Culver City	Low flying	At the reported time, a Boeing 777 on arrival to LAX was observed 0.84 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low visibility. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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. 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. These FAA arrival procedures have 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 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			
3/1/16	3:24 am	3/1/16	2:09 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.26 miles north of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low visibility. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. 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. 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, 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. 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.
3/1/16	3:31 am	3/1/16	2:25 am	Manhattan Beach	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 1:43 a.m., an Embraer 120 LAX departure was observed 0.76 miles south of your residence at an approximate altitude of 4,300'. 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/1/16	9:07 am	3/1/16	4:00 am	Culver City	Overflight	<p>On the reported morning at 4:07 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 5,400' based on available Federal Aviation administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low visibility. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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 FAA arrival procedures have been in place for many years. 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. 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.</p>

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/1/16	10:07 am	2/29/16	4:58 am	Culver City	Overflight	At the reported time, an Airbus 330 on arrival to LAX was observed over your area at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 3:01 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to fog. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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 FAA arrival procedures have been in place for many years. 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. 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.
3/1/16	9:29 pm	3/1/16	12:01 pm	La Habra Heights	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.6 miles west of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard arrival pattern from the south via the Seal Beach VOR. The FAA Air Traffic Control (ATC) issued vectoring instructions for the aircraft to execute an "S" turn before joining the final approach pattern. These are standard FAA procedures to ensure separation compliance and to avoid wake turbulence from preceding aircraft. Please note, airports do not have jurisdiction over aircraft in flight. Aircraft arriving to LAX follow published FAA flight procedures. The FAA ATC may issue altitude and heading/vector instructions at their discretion for safety and to accommodate air traffic flow. 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.

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\* 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			
3/1/16	10:59 pm	3/1/16	10:56 pm	Culver City	Low flying	At 10:55 p.m. on the reported day, an Airbus 330 on arrival to LAX was observed 0.72 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 fly 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. Time between aircraft, lateral distance, and altitudes are elements of FAA separation standards for in-flight safety. 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. Certain weather/atmospheric conditions may amplify aircraft noise.
3/2/16	12:53 am	3/2/16	12:51 am	Culver City	Low flying	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 weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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 FAA arrival procedures have been in place for many years. 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. 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/2/16	11:04 am	3/2/16	8:58 am	Los Angeles	Overflight	Your residence is located just south of the standard arrival route for aircraft arriving to the south runway complex at LAX during westerly operations and is subject to numerous arrivals on final approach. 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. On the reported morning, 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 weather (low ceilings). 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, 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. Sound insulation is limited to those residences within the fixed FAA-defined 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. 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.
3/2/16	11:43 am	3/1/16	4:30 am	Inglewood	Overflight	On the reported days (03/01/16 and 03/02/16) 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 weather conditions. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. 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. 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, 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. LAWA noise management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.

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\* 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			
3/2/16	12:01 pm	3/2/16	6:00 pm	Los Angeles	Overflight	Sound insulation is limited to those residences within the fixed Federal Aviation Administration (FAA)-defined 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. LAX aircraft noise exposure maps were recently updated and formal acceptance by the FAA was received on February 18, 2016. More information on this can be found at our website, <a href="http://www.lawa.org">www.lawa.org</a> , by typing "LAX Part 150 Noise Exposure Maps Update" in the search bar. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month. Please visit LAWA's Soundproofing Program webpage at <a href="http://www.lawa.org">www.lawa.org</a> , type "soundproofing" in the search bar, and click on "Soundproofing Program" for more information.
3/3/16	3:26 am	3/3/16	3:25 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 2:47 a.m., a Boeing 757 on arrival to LAX was observed over your area at an approximate altitude of 8,800' based on available FAA radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX and was observed over your area at an altitude consistent with this procedure. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/3/16	5:48 am	3/2/16	7:41 pm	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.55 miles south of your residence at an approximate altitude of 1,700' 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. 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, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. 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.
3/3/16	3:01 pm	3/3/16	6:00 am	Carmel Valley	Loud noise	We were unable to confirm the reported aircraft operation based on available Federal Aviation Administration (FAA) radar flight track data. LAWA's flight tracking system (ANOMS) displays radar flight track data for aircraft operations within the greater Los Angeles area and does not display flight tracks over the Carmel Valley area. Aircraft originating in cities across the Pacific Ocean en route to LAX may fly over your area at altitudes above 20,000'. These aircraft are flying on Federal Airways in your area established by the FAA. Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit <a href="http://www.greatcirclemapper.net">http://www.greatcirclemapper.net</a> to see a sample great circle route (not the actual established route) from one city to another across the Pacific. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for 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.
3/3/16	3:03 pm	3/3/16	12:06 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. 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. At the reported time, LAX was in Over Ocean Operations (OOO), the normal traffic pattern used at LAX during the nighttime (midnight to 6:30 a.m.) when aircraft arrive and depart over the ocean. Please note, 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/4/16	4:01 am	3/4/16	3:59 am	Culver City	Low flying	At the reported time, a Boeing 767 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. Over Ocean Operations were in effect, per FAA. During Over Ocean Operations, 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'. These aircraft may fly over your area as they approach the SMO VOR and continue to descend heading west over the ocean before making a U-turn to land at LAX. 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 activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
3/4/16	4:35 pm	3/4/16	3:34 pm	Los Angeles	Too frequent	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 may fly near your area at altitudes below 7,000' 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. 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. This includes altitudes and direction of flight with the major emphasis on safety.
3/4/16	4:38 pm	3/4/16	3:34 pm	Huntington Park	Too frequent	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 2,600' based on Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.25 miles south of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous aircraft on final approach. This standard 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/4/16	9:04 pm	3/4/16	8:54 pm	Los Angeles	Overflight	At the reported time, a Boeing 737 was observed 0.24 miles north of your residence at an approximate altitude of 4,300' 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. Aircraft arriving 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 past the SMO VOR, aircraft begin their gradual descent heading eastbound until making a U-turn at or past the 110 freeway for final approach to LAX. The reported aircraft was observed over your area at an altitude consistent with this procedure. This FAA arrival procedure has been in place for many years. At times the FAA Air Traffic Control may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. The frequency of operations is based on FAA-established separation standards. 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.
3/4/16	9:08 pm	3/4/16	9:07 pm	Culver City	Low flying	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport. Once they reach the VOR at 7,000' MSL, 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 area at lower altitudes. This published FAA arrival procedure has been in existence for many years. Please note that airports do not have jurisdiction on the frequency between flights or how the FAA Air Traffic Control will sequence aircraft as these are based on FAA-established separation standards. 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.
3/4/16	9:52 pm	3/4/16	9:47 pm	Culver City	Low flying	At the reported time, an Airbus 330 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 5,100' 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 may fly near your area at altitudes below 7,000' as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The frequency of operations is based on FAA-established separation standards. LAX has 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/4/16	9:53 pm	3/4/16	9:49 pm	Culver City	Low flying	At 9:48 p.m. on the reported day, a Boeing 777 was observed following the standard Federal Aviation Administration (FAA) arrival route to LAX. This aircraft was observed 0.7 miles north of your residence at an approximate altitude of 6,800' based on available FAA radar flight track data. No unusual aircraft activity was observed. 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. Certain weather/atmospheric conditions may amplify aircraft noise.
3/4/16	9:53 pm	3/4/16	9:51 pm	Culver City	Low flying	At the reported time, a Boeing 737 was observed following the standard Federal Aviation Administration (FAA) arrival route to LAX. This aircraft flew 0.8 miles north of your residence at an approximate altitude of 6,600' based on available FAA radar flight track data. 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. 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. *
3/5/16	12:14 am	3/4/16	11:02 pm	La Habra Heights	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed over your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Seal Beach arrival route as he was vectored into the final approach. This is an FAA standard procedure for separation between aircraft in flight. Aircraft executing the same procedure will have a natural spread where they fly over the ground. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/5/16	7:16 am	3/4/16	6:19 am	Culver City	Loud noise	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". The FAA Southern California (SoCal) Metroplex flight procedures 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 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. Certain weather/atmospheric conditions may amplify aircraft noise. Los Angeles World Airports (LAWA) is conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred.
3/6/16	5:54 am	3/6/16	4:45 am	Inglewood	Loud noise	At the reported time, an Airbus 330 following the Westerly Operations arrival procedure for LAX was observed 0.37 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low ceilings, per FAA. Your residence is located under the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals during Westerly Operations. 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. 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, 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. 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/6/16	6:03 am	3/6/16	5:45 am	Inglewood	Loud noise	At the reported time, a Boeing 747 following the Westerly Operations arrival procedure for LAX was observed 0.33 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low ceilings, per FAA. Your residence is located under the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals during Westerly Operations. 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. 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, 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. 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. 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.
3/6/16	6:04 am	3/6/16	5:45 am	Inglewood	Loud noise	At the reported time, a Boeing 747 following the Westerly Operations arrival procedure for LAX was observed 0.28 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low ceilings, per FAA. Your residence is located under the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals during Westerly Operations. 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. 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, 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. 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/6/16	6:06 am	3/6/16	5:55 am	Inglewood	Loud noise	At the reported time, a Boeing 777 following the Westerly Operations arrival procedure for LAX was observed 0.4 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to low ceilings, per FAA. Your residence is located under the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals during Westerly Operations. 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. 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, 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. 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. 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.
3/6/16	12:14 pm	3/6/16	10:23 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.4 miles south of your residence at an approximate altitude of 1,200' 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. 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, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/6/16	1:28 pm	3/6/16	3:09 am	Culver City	Low flying	At the reported time of 3:09 a.m., a Boeing 757 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. No LAX operations were observed over your area at 3:21 a.m. At 4:10 a.m., a Boeing 737 was observed 0.8 miles north of your residence at an approximate altitude of 6,800'. On the reported day 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 weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 may fly over your area at altitudes under 7,000' 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 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' which is higher than during Westerly Operations. 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 FAA arrival procedures have 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 activity. This includes altitude and direction of flight with the major emphasis on safety. *

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/6/16	7:13 pm	3/6/16	6:07 pm	Culver City	Low flying	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 weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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 FAA arrival procedures have been in place for many years. 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". Please note, 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/6/16	7:27 pm	3/6/16	7:24 pm	Culver City	Overflight	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 weather (low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and 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 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 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 FAA arrival procedures have 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
3/7/16	9:10 pm	3/7/16	7:59 pm	Los Angeles	Loud noise	At the reported time, a Boeing 712 on arrival to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 4,700' based on available FAA radar flight track data. 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'. Once they reach the SMO VOR, aircraft begin their descent 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. As aircraft travel on the downwind leg of the standard arrival route, they may descend as low as 2,500' before initiating the U-turn into the final approach. Altitudes, time between aircraft, and lateral distance are part of the FAA-established separation standards. This standard FAA arrival procedure has been in existence for many years. Please note, airports do not have jurisdiction over aircraft in flight. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/7/16	9:52 pm	3/7/16	8:47 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 1 mile north 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 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 at or above 2,500' MSL, 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. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
3/8/16	4:59 pm	3/8/16	1:24 am	Los Angeles	Low flying	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 2.2 miles northwest 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 continue their descent heading east to make a U-turn for final approach, at or past the 110 freeway, usually at an altitude at or above 2,500' MSL. 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, 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. 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".

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\* 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			
3/8/16	8:43 pm	3/8/16	8:43 pm	Culver City	Overflight	Your residence is located approximately 1 mile south of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. 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, 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 at lower altitudes. As aircraft travel on the downwind leg of the standard arrival route, they may descend as low as 2,500' before initiating the U-turn into the final approach. Altitudes, time between aircraft, and lateral distance are part of the FAA-established separation standards. This standard FAA arrival procedure has been in existence for many years. Please note, airports do not have jurisdiction over aircraft in flight. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
3/9/16	4:02 pm	3/9/16	2:43 pm	Inglewood	Overflight	Your residence is located approximately 0.5 miles north of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Sound insulation is 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 and unfortunately your residence is not eligible. For more information, please contact the City of Inglewood Residential Sound Insulation Program at (310) 412-5289.
3/9/16	4:36 pm	2/23/16	11:15 pm	Pacific Palisades	Overflight	At the reported time, a Boeing 767 on arrival to LAX was instructed by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to fly direct heading 110 degrees to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), and enter the south runway complex via the Track Cross-Over procedure to transition from the north approach to arrive on the south runway complex. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 9,100'. Please note, airports do not have jurisdiction over aircraft in flight. The FAA ATC may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/10/16	1:58 am	3/9/16	9:55 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 1.3 miles north of your residence at an approximate altitude of 5,900' 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 near 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. 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.
3/10/16	9:28 am	1/29/16	6:47 am	Santa Monica	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.9 miles south of your residence at an approximate altitude of 8,300' 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 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. The reported aircraft was observed near your area at an altitude consistent with this arrival 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.
3/10/16	9:30 am	1/29/16	6:35 am	Santa Monica	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 1.45 miles south of your residence at an approximate altitude of 8,900' 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. 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. The reported aircraft was observed near your area at an altitude consistent with this arrival 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/10/16	9:30 am	1/29/16	6:13 am	Santa Monica	Loud noise	The reported aircraft, a Boeing 777 on arrival to LAX was observed 0.9 miles south of your residence at an approximate altitude of 8,900' 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. 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. The reported aircraft was observed near your area at an altitude consistent with this arrival 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.
3/10/16	9:32 am	1/26/16	5:18 am	Santa Monica	Loud noise	The reported aircraft, a Boeing 777 on arrival to LAX was observed 0.8 miles south of your residence at an approximate altitude of 8,400' 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) between midnight and 6:30 a.m. and maintained LAX air traffic flow in Westerly Operations due to runway closures. 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. 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. The reported aircraft was observed near your area at an altitude consistent with this arrival procedure. 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 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. These published FAA arrival procedures for LAX have 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/10/16	9:33 am	1/26/16	5:20 am	Santa Monica	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 8,700' 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) between midnight and 6:30 a.m. and maintained LAX air traffic flow in Westerly Operations due to runway closures. 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. 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. The reported aircraft was observed near your area at an altitude consistent with this arrival procedure. 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 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. These published FAA arrival procedures for LAX have 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. *
3/10/16	12:28 pm	3/10/16	12:28 pm	Carmel Valley	Overflight	We were unable to confirm any aircraft operations at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Los Angeles World Airports' (LAWA) flight tracking system (ANOMS) displays radar flight track data for aircraft operations within the greater Los Angeles area and does not display flight tracks for aircraft flying over the Carmel Valley area. Aircraft originating in cities across the Pacific en route to LAX may fly over your area at altitudes above 20,000'. These aircraft are flying on Federal Airways established by the FAA. Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit <a href="http://www.greatcirclemapper.net">http://www.greatcirclemapper.net</a> to see a sample great circle route (not the actual established route) from one city to another across the Pacific. You may enter, for example, PEK (Beijing Capital International Airport) to LAX or PNG (Shanghai Pudong International Airport) to LAX, to view sample routes. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/10/16	1:24 pm	3/5/16	9:00 am	Monterey Park	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.3 miles southwest of your residence at an approximate altitude of 3,200', based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the extended downwind leg of the arrival route. 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. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
3/10/16	2:59 pm	3/10/16	2:59 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.28 miles north of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.25 miles south of the standard arrival route for aircraft landing on the south runway complex at LAX and is subject to numerous arrivals on final approach. This standard 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. Los Angeles World Airports (LAWA) Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
3/10/16	3:07 pm	3/10/16	3:07 pm	Inglewood	Other	Your residence is located in between the two standard arrival routes for aircraft landing to the south and north runways at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Sound insulation is 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. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please, contact the City of Inglewood Residential Sound Insulation Program at (310) 412-5289.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/11/16	10:25 am	3/11/16	9:16 am	Thousand Oaks	Loud noise	The reported aircraft are flying on the Federal Aviation Administration (FAA)-established arrival route to LAX via Fillmore; aircraft are vectored by the FAA to fly heading southeast on the 148 degree radial. This direction of flight puts the airway over your area at flight levels averaging 10,000' or higher. Airways may span up to 4 miles wide from their center line to have enough lateral separation between aircraft; difference in altitudes ensures that wake turbulence does not interfere with the safety of the trailing aircraft. The time distance between one flight and another is based on an aircraft rated speed for the approach. All of these are elements of the FAA-established separation standards to maintain efficiency and safety in the sky. The volume of aircraft operations at LAX has been increasing slowly since a record low in 2009, so compared to a few years ago, there may be more frequent operations. This published FAA arrival procedure has been in place for many years. Aircraft following the same procedure will have a spread as to where they fly over the ground, and even when given direct vectors by the FAA, as is sometimes the case, they are described as flying the same 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 may amplify aircraft noise and make it seem louder than usual.
3/11/16	5:11 pm	3/11/16	5:08 am	Culver City	Loud noise	At the reported time of 5:08 a.m., there were no unusual aircraft operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. We also investigated aircraft operations in the early evening on the reported day since your complaint was submitted at 5:11 p.m. At 5:08 p.m. on the reported day, a China Southern Airlines Airbus 380 on arrival to LAX was observed 1.4 miles north of your residence at an approximate altitude of 5,700' 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 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/11/16	5:12 pm	3/11/16	5:08 pm	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 5,900' 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. 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.
3/11/16	8:02 pm	3/11/16	12:30 am	Culver City	Loud noise	At the reported time of 12:34 a.m. after midnight on the date indicated, a Boeing 737 on arrival to LAX was observed 0.2 miles south of your residence at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations (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. These aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue to descend westbound over the ocean to make a U-turn for final approach. We also investigated aircraft operations over your area at 12:30 p.m. in case the event time was entered incorrectly. At 12:33 p.m. on the reported day, while the airport was in Westerly Operations, a Boeing 777 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,300' 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 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 reported aircraft were observed near your area at altitudes consistent with these published FAA arrival procedures for LAX, which have 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/11/16	9:43 pm	3/11/16	9:39 am	Culver City	Low flying	At 9:40 a.m. on the reported day, a Boeing 787 on arrival to LAX was observed 0.46 miles north of your residence at an approximate altitude of 6,600' 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 at altitudes below 7,000' 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 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. 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.
3/12/16	12:23 pm	3/12/16	11:21 am	La Habra Heights	Loud noise	At the reported time, a General Aviation (GA) Pilatus PC12 single propeller aircraft was observed 0.7 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. Please contact HHR at 310-349-1635 for more information. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
3/12/16	12:27 pm	3/12/16	5:40 am	La Habra Heights	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.3 miles north of your residence at an approximate altitude of 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft 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. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/12/16	1:46 pm	3/12/16	12:33 pm	Culver City	Loud noise	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 approximately 3.5 miles northwest of your residence at Santa Monica Airport (SMO). Once they reach the 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. 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".
3/12/16	4:45 pm	3/11/16	10:00 am	Culver City	Loud noise	There were no LAX operations observed over your area at the reported time of 10:00 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day at 10:00 p.m., an Airbus 320 was observed over your area at an approximate altitude of 6,200' based on available 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 approximately 3.6 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at altitudes below 7,000' 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 Air Traffic Control 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 over your area at altitudes above 8,000'. These published FAA arrival procedures for LAX have 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/12/16	5:12 pm	3/8/16	4:27 am	Rancho Palos Verdes	Loud noise	The reported aircraft, a Convair turboprop cargo, flew 1.3 miles south of your area at an approximate altitude of 10,900' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published Federal Aviation Administration (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 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. 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.
3/12/16	5:18 pm	3/9/16	3:50 am	Rancho Palos Verdes	Loud noise	At 3:53 a.m., a Convair turboprop was observed 2 miles west of your residence at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. This departure was consistent with published Federal Aviation Administration (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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/12/16	5:21 pm	3/10/16	4:41 am	Rancho Palos Verdes	Loud noise	The reported aircraft was observed 1.27 miles south of your residence at an approximate altitude of 9,400' 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.
3/12/16	6:18 pm	3/11/16	4:22 am	Rancho Palos Verdes	Loud noise	At the reported time, a Convair turboprop was observed 0.7 miles northeast of your residence at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. This departure was consistent with published Federal Aviation Administration (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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/13/16	9:13 am	1/1/16	12:09 am	Culver City	Loud noise	There were no unusual aircraft operations over your area on the reported morning (01/01/2016) at 12:09 a.m. We also investigated aircraft operations on the morning your complaint was submitted in case there was a typo when entering the disturbance event date/time. There were no unusual aircraft operations observed over your area on 03/13/2016 at the time the complaint was submitted (9:13 a.m.) based on available Federal Aviation Administration (FAA) radar flight track data. At 9:12 a.m., a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 7,400' based on available FAA radar flight track data. Your residence is located under the standard arrival path for aircraft arriving to LAX from the north and west and is subject to numerous arrivals on final approach. Aircraft arriving to LAX from the north 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 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. 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.
3/13/16	9:28 am	1/1/16	9:23 am	Culver City	Loud noise	On 3/13/16 at 9:23 a.m., an Airbus A380 was 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 6,200' 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 3.3 miles west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at or above 7,000', aircraft begin their descent 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'. This published FAA arrival procedure has been in existence for many years. Please note that airports do not have jurisdiction over flight patterns or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft direction of flight and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/13/16	9:35 am	3/11/16	11:24 pm	Los Angeles	Loud noise	There were no unusual aircraft operations at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 11:02 p.m. a Boeing 737 departed runway from runway 24L and at 11:08 p.m., another Boeing 737 departed from runway 24L. The loud noise you observed may be attributed to departure backblast, resulting from engines at full power for takeoff. Certain weather/atmospheric conditions may amplify aircraft noise. At the present time the length of runway 24L has been reduced by approximately 600'. Due to this reduction in length, aircraft unable to depart on the existing runway length are using the south runway 25R.
3/13/16	1:51 pm	3/13/16	1:50 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 5,300' 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 west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at or above 7,000', aircraft begin their descent 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'. This published FAA arrival procedure has been in existence for many years. Please note that airports do not have jurisdiction over aircraft altitude or direction of 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.
3/13/16	1:57 pm	3/13/16	1:55 pm	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.45 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 may fly over your area at altitudes below 7,000' 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. 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.
3/13/16	6:46 pm	3/13/16	12:12 am	Long Beach	Overflight	At the reported time, an Airbus 340 following a Federal Aviation Administration (FAA) departure procedure for LAX (SEBBY NINE) was observed 2.1 miles southeast of your residence at an approximate altitude of 10,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was vectored by the FAA to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, at or above 10,000' MSL. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/13/16	6:47 pm	3/13/16	12:25 am	Long Beach	Loud noise	At 12:28 a.m., an Airbus 320 LAX departure was observed 1.3 miles southeast of your residence at an approximate altitude of 14,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following a published FAA departure procedure for LAX (OSHNN FIVE). 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 and make it seem louder than usual.
3/13/16	10:39 pm	3/13/16	9:33 pm	Los Angeles	Low flying	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving 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. The aircraft then gradually continue to descend heading eastbound until making a U-turn at or past the 110 freeway for final approach to LAX. This FAA arrival procedure has been in existence for many years. Aircraft following this procedure are usually observed over your area at average altitudes between 6,000' and 7,000' MSL. At times the FAA Air Traffic Control may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. 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. Los Angeles World Airports (LAWA) is currently conducting an analysis of the north arrival downwind arrivals to LAX to determine what changes, if any, may have occurred.
3/13/16	10:43 pm	3/13/16	10:44 am	Culver City	Low flying	There was no unusual activity observed on the reported day based on available Federal Aviation Administration (FAA) radar flight track data. At 10:43 a.m., a Boeing 787 was observed following the downwind leg of the standard Westerly Operations arrival route. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 7,100'. 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 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. 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. Certain weather/atmospheric conditions, such as temperature inversions or humidity, may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/13/16	10:45 pm	3/13/16	9:42 pm	Monterey Park	Loud noise	At the reported time, a Boeing 737 was observed over your area at an approximate altitude of 3,600' 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. 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.
3/13/16	10:45 pm	3/13/16	10:47 am	Culver City	Low flying	At 10:49 a.m. on the reported day, an Airbus 320 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. 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 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. 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.
3/13/16	10:45 pm	3/13/16	10:50 am	Culver City	Low flying	At 10:51 a.m. on the reported day, an Embraer 170 on arrival to LAX was observed 0.7 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 standard Westerly Operations arrival procedures for LAX and was observed over your area at an altitude consistent with 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/14/16	12:01 am	3/13/16	10:24 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX flew 0.1 miles north of your residence at an approximate altitude of 6,800' 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. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving from the north and the 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 a wide area as they 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. 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 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.
3/14/16	7:48 am	3/14/16	5:53 am	Culver City	Low flying	At the reported time, an Airbus 320 was observed 1.5 miles north of your residence at an approximate altitude of 5,800' following the Westerly Operations arrival procedure for LAX. On the reported day, the Federal Aviation Administration (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 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 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. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to 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 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/14/16	10:45 am	3/14/16	5:30 am	Culver City	Loud noise	At the reported time, an Airbus 321 was observed 0.1 miles north of your residence at an approximate altitude of 7,100' following the Westerly Operations arrival procedure for LAX. On the reported day, the Federal Aviation Administration (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 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 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. 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 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.
3/14/16	1:15 pm	3/14/16	1:12 pm	Culver City	Loud noise	At the reported time a Boeing 737 was observed in your area following 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 6,000' based on available FAA radar flight track data. Aircraft arriving 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 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. 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.
3/14/16	1:35 pm	3/14/16	1:34 pm	Culver City	Loud noise	At the reported time, an Embraer 170 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 5,900' based on available FAA radar flight track data. No unusual activity was observed based on available FAA flight track radar data. The reported aircraft was observed over your area at an altitude consistent with this published FAA arrival procedure. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/14/16	1:48 pm	3/12/16	2:00 am	Santa Monica	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.5 miles south of your residence at an approximate altitude of 7,100' 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 due to wind conditions between midnight and 1:55 a.m. and again between 5:50 a.m. and 6:30 a.m. During Westerly Operations, aircraft arriving to LAX may fly over your area as they approach 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. 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.
3/14/16	6:16 pm	3/14/16	5:13 pm	Culver City	Loud noise	At the reported time, a Boeing 777 was observed in your area following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. As the aircraft began its descent from the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), it flew 0.4 miles north of your residence at an approximate altitude of 4,300'. 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 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 above 2,500' 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 Air Traffic Control (ATC) may issue altitude and heading instructions at their discretion for aircraft safety requirements and to accommodate air traffic flow. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/14/16	6:22 pm	3/14/16	5:13 pm	Culver City	Low flying	At the reported time, a Boeing 777 was observed over your area following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. As the aircraft began its descent from the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), it flew 0.4 miles north of your residence at an approximate altitude of 4,300'. 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, 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. 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. Certain weather/atmospheric conditions may amplify aircraft noise.
3/14/16	7:06 pm	3/14/16	4:59 pm	Manhattan Beach	Overflight	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) flight track radar data. A General Aviation Cessna C650 jet departed from Hawthorne Airport (HHR) and flew 0.2 miles southeast of your residence at an approximate altitude of 2,100'. This aircraft was not associated with LAX operations. Please contact HHR at (310) 349-1635 for more information. 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.
3/14/16	9:28 pm	3/14/16	9:27 pm	Culver City	Loud noise	No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Regional Jet CRJ7 arriving to LAX followed the FAA-established standard arrival route. This aircraft followed the downwind leg of the standard published procedure 0.5 miles north of your residence at an approximate altitude of 6,800'. 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, 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/14/16	10:39 pm	3/14/16	10:26 pm	Los Angeles	Too frequent	At the reported time, a Boeing 737 on arrival to LAX was observed over your area flying eastbound at an approximate altitude of 5,800' 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 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 followed an unusual arrival pattern. The FAA may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. Please note, airports do 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. Los Angeles World Airports (LAWA) is currently conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations.
3/15/16	8:30 pm	3/6/16	3:54 pm	Calabasas	Loud noise	At the reported time, two aircraft operations were observed near your area. An Airbus 380 departure from LAX en route to Namibia flew northbound 0.5 miles west of your residence at an approximate altitude of 9,000' based on available Federal Aviation Administration (FAA) radar flight track data. One minute later a Boeing 737 arrival en route to Burbank Airport flew eastbound 0.7 miles north of your residence at an approximate altitude of 4,900'. The combination of these two aircraft may have caused the loud noise disturbance you reported. Please note, airports do not have jurisdiction over aircraft in flight. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. 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.
3/15/16	8:32 pm	3/6/16	3:55 pm	Calabasas	Low flying	At the reported time, a Boeing 737 en route to Burbank Airport (BUR) was observed 0.7 miles north of your residence at an approximate altitude of 4,900'. This aircraft was not associated with LAX operations. BUR arrival procedures from the north require aircraft crossing over Fillmore to fly southeastward heading 136 degrees and descend to 4,000'; once the aircraft meets the localizer signal they turn left to fly eastbound into the final BUR approach. Please contact BUR at (818) 840-8840 for more information. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/15/16	8:35 pm	3/6/16	4:03 pm	Calabasas	Loud noise	At the reported time, two aircraft operations were observed near your area. A King Air BE350 propeller arrival en route to Santa Monica Airport flew eastbound 1.7 miles north of your residence at an approximate altitude of 3,100'. This aircraft was not associated with LAX operations. The other aircraft was a Boeing 737 departure from LAX flying northbound 0.5 miles east of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. The combined sound waves of these two aircraft may have caused the loud noise disturbance you reported. Please note, airports do not have jurisdiction over aircraft in flight. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. 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.
3/15/16	8:36 pm	3/6/16	4:08 pm	Calabasas	Loud noise	At the reported time, a Boeing 717 departure from LAX was observed over your area following the Federal Aviation Administration (FAA)-established standard departure route via the Gorman Transition. This aircraft flew northbound 0.5 miles east of your residence at an approximate altitude of 9,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
3/15/16	8:37 pm	3/6/16	4:09 pm	Calabasas	Loud noise	At the reported time, a Boeing 737 departure from LAX was observed over your area following the Federal Aviation Administration (FAA)-established standard departure route via Gorman Transition. This aircraft flew northbound 0.5 miles east of your residence at an approximate altitude of 9,000'. No unusual activity was observed based on FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
3/15/16	8:40 pm	3/15/16	7:31 pm	Los Angeles	Low flying	Los Angeles World Airports (LAWA) is currently conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred in areas under the north arrival route. 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. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/15/16	10:04 pm	3/15/16	9:00 pm	Los Angeles	Low flying	At the reported time, a Boeing 717 on arrival to LAX was observed 1 mile 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 just 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 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. The reported aircraft was observed near your area at an altitude consistent with this published FAA arrival procedure for LAX, which 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.
3/15/16	10:18 pm	3/15/16	9:13 pm	Los Angeles	Low flying	At 9:12 p.m. on the reported day, an Airbus 320 was observed 1.5 miles north of your residence at an approximate altitude of 5,500' 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, usually at an altitude at or above 2,500' MSL, for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/16/16	3:02 pm	3/16/16	5:00 am	Culver City	Low flying	At the reported time, a McDonald Douglas MD11 was observed following the Federal Aviation Administration (FAA)-established Westerly Operations standard arrival route to LAX. The aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,400' based on available 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 the instrument landing system being out of service, 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 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 the SMO VOR at or above 8,000' MSL and continue to descend heading west to make a U-turn over the ocean for final approach to LAX. These published FAA arrival procedures for LAX have been in place for many years. Los Angeles World Airports (LAWA) is conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/16/16	3:26 pm	3/16/16	4:34 am	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the Federal Aviation Administration (FAA)-established Westerly Operations standard arrival route to LAX. The aircraft flew 0.3 miles south of your residence at an approximate altitude of 6,100' based on available 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 the instrument landing system being out of service, 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 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 to the SMO VOR at or above 8,000' MSL and continue to descend heading west to make a U-turn over the ocean for final approach to LAX. These published FAA arrival procedures for LAX have 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.
3/16/16	10:33 pm	3/16/16	9:30 pm	Los Angeles	Loud noise	No unusual activity was observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 737 departed LAX from runway 24L. Your residence is located approximately 0.5 miles north of the north runway complex at LAX and is subject to noise from ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast and arrival reverse engine thrust. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/17/16	10:28 am	3/17/16	12:38 am	Los Angeles	Loud noise	No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. The aircraft described at the reported time was following the FAA-established approach for Over Ocean Operations (OOO). The loud noise you observed may be due to reverse engine thrust used to safely slow the aircraft as it was touching down to complete its landing. Certain weather/atmospheric conditions may amplify aircraft noise. In November 2015, LAX temporarily deactivated the Instrument Landing System (ILS) on the north inboard runway 24L/6R to accommodate Runway Safety Area (RSA) improvements mandated by Congress. The ILS deactivation does not have a significant effect on arrival operations during the day and evening since 24L/6R is the primary departure runway on the north airfield complex. ILS deactivation does, however, prohibit aircraft from landing on Runway 24L/6R at night, when this inboard runway normally becomes the primary runway for arrivals during OOO. As an alternative, the FAA is temporarily using the north outboard runway 24R/6L for arrivals during OOO. 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. For more information, please visit <a href="http://www.laxishappening.com">www.laxishappening.com</a> and click on "runway construction" under the "Featured Projects" drop down menu at the top of the page.
3/17/16	1:54 pm	3/17/16	1:54 pm	Los Angeles	Loud noise	At 1:53 p.m. on the reported day, a Boeing 757 on arrival to LAX was observed 0.28 miles south of your residence at an approximate altitude of 1,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just north of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals on final approach. 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.
3/17/16	4:28 pm	3/17/16	4:25 pm	Culver City	Loud noise	At the reported time of 4:14 p.m., an Embraer 170 on arrival to LAX was observed 0.2 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the standard FAA-established arrival route to LAX for aircraft arriving from the north and west. 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. 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, low cloud layers or humidity, may amplify aircraft noise and make it seem louder than usual.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/17/16	10:58 pm	3/17/16	10:57 am	Culver City	Loud noise	At the reported time, an Embraer E170 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 7,100' based on available FAA radar flight track data. Aircraft arriving 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 and some may fly over your area. This published FAA arrival procedure has been in existence for many years. The reported aircraft was observed over your area at an altitude consistent with 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. Certain weather/atmospheric conditions may amplify aircraft noise.
3/17/16	10:59 pm	3/17/16	10:59 am	Culver City	Loud noise	At the reported time, an Embraer E170 was observed following the downwind leg of 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 6,000' based on available FAA radar flight track data. Aircraft arriving 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 and some may fly over your area. This published FAA arrival procedure has been in existence for many years. The reported aircraft was observed over your area at an altitude consistent with 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. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/19/16	10:29 pm	3/19/16	10:21 pm	Culver City	Loud noise	At 10:23 p.m., a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is under the downwind leg of the FAA- established standard arrival route to LAX. Aircraft arriving 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. This published FAA arrival procedure has been in existence for many years. The reported aircraft was observed over your area at an altitude consistent with 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 major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
3/19/16	11:25 pm	3/19/16	11:23 pm	Culver City	Loud noise	At the reported time, a Boeing 737 followed the Federal Aviation Administration (FAA)-established standard arrival route to LAX and was observed 0.4 miles north of your residence at an approximate altitude of 6,400' based on available FAA radar flight track data. No unusual aircraft activity was observed and the reported aircraft was observed over your area at an altitude consistent with this published FAA arrival procedure. 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.
3/20/16	1:32 pm	3/20/16	1:32 pm	Culver City	Loud noise	At the reported time, an unknown helicopter operation was observed traveling northbound 0.2 miles west of your residence at an approximate altitude of 600'. At 1:33 p.m., another helicopter operation was observed 0.15 miles north of your residence at an approximate altitude of 1,000'. These helicopters were 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. 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. 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> .

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/20/16	9:34 pm	3/20/16	9:34 pm	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 6,700' 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 may fly near your area at altitudes below 7,000' 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 over 30 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.
3/21/16	7:28 am	3/21/16	4:24 am	Culver City	Loud noise	At 4:24 a.m. on the reported morning, a Boeing 777 following Westerly Operations arrival procedures for LAX was observed 0.5 miles north of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning between 3:37 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to weather 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 arriving to LAX during Westerly Operations 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 under 7,000' as they descend. 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. These aircraft during OOO may be observed descending over your area at altitudes above 8,000' as they fly toward the SMO VOR. 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 FAA arrival procedures have 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 activity, including 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/21/16	11:12 am	3/21/16	11:10 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 5,800' 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 your area as they 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. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control (ATC) will sequence aircraft. The FAA ATC may issue altitude and heading instructions at their discretion for safety and to coordinate air traffic flow. 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.
3/21/16	11:19 am	3/21/16	11:19 am	Culver City	Loud noise	At the reported time, a Bombardier Challenger 600 on arrival to LAX was observed 0.5 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 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. 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. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to coordinate air traffic flow. 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. *
3/21/16	4:16 pm	3/21/16	3:04 pm	Manhattan Beach	Overflight	At the reported time, an Embraer 505 originating at Hawthorne Municipal Airport (HHR) was observed 0.45 miles east of your residence flying southwest at an approximate altitude of 3,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. For more information regarding this aircraft operation, please contact HHR at (310) 349-1635. Please note, 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/21/16	4:30 pm	3/21/16	4:15 pm	Culver City	Loud noise	At 3:11 p.m. the reported aircraft a United Airlines Boeing 737 on arrival to LAX was observed 0.75 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 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. 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. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion for safety and to coordinate air traffic flow. 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. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.
3/21/16	9:24 pm	3/21/16	9:24 pm	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1 mile 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 may fly near your area at altitudes below 7,000' 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 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.
3/21/16	9:36 pm	3/21/16	9:35 pm	Culver City	Loud noise	At the reported time, a Boeing 717 on arrival to LAX was observed 0.7 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 may fly near your area at altitudes below 7,000' 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/21/16	10:27 pm	3/21/16	10:20 pm	Culver City	Low flying	At 10:18 p.m. on the reported date, March 21, 2016, an Airbus 380 on arrival to LAX was observed 0.5 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 may fly near your area at altitudes below 7,000' 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. 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.
3/22/16	12:18 pm	3/22/16	4:47 am	Stevenson Ranch	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 4:42 a.m., an Airbus 300 was observed 1 mile east of your residence at an approximate altitude of 5,200'. This aircraft was flying southbound en route to Bob Hope Burbank Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. 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.
3/22/16	12:22 pm	3/22/16	4:54 am	Stevenson Ranch	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 4:50 a.m., an Airbus 300 was observed 0.43 miles east of your residence at an approximate altitude of 8,000'. This aircraft was flying southbound en route to Bob Hope Burbank Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. 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. LAWA's Noise Management office receives and investigates aircraft noise complaints. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/22/16	12:30 pm	3/22/16	5:06 am	Stevenson Ranch	Low flying	There were no LAX operations observed over your area on the reported morning based on available Federal Aviation Administration (FAA) radar flight track data. LAX jet aircraft following the CASTA FIVE departure procedure (heading to north destinations) are routed north to the CASTA waypoint, a fixed navigational point located approximately 12 miles northwest of your residence, and are usually at average altitudes above 15,000'. This published FAA departure 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.
3/22/16	3:32 pm	3/22/16	3:29 pm	Culver City	Loud noise	At 2:26 p.m., the reported SkyWest aircraft on arrival to LAX was observed 0.68 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time of 3:29 p.m., a Boeing 777 was observed 0.97 miles north of your residence at an approximate altitude of 6,800'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.8 miles 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. The reported aircraft were observed over your area at altitudes consistent with this procedure. This published FAA arrival procedure has been in place for many years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control (ATC) will sequence aircraft. The FAA ATC may issue altitude and heading instructions at their discretion for safety and to coordinate air traffic flow. 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.
3/22/16	5:20 pm	3/22/16	6:53 am	Long Beach	Low flying	At the reported time, an Airbus 320 LAX departure was observed 0.77 miles south of your residence at an approximate altitude of 16,700' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep eastbound jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/22/16	5:29 pm	3/21/16	11:47 pm	Long Beach	Overflight	At the reported time, an Airbus 320 LAX departure was observed 1.42 miles south of your residence at an approximate altitude of 14,300' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep eastbound jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure 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.
3/22/16	5:31 pm	3/21/16	11:56 pm	Long Beach	Low flying	At the reported time, an Airbus 320 LAX departure was observed 2.3 miles north of your residence at an approximate altitude of 14,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed crossing over the Palos Verdes Peninsula at an altitude lower than usual. Standard FAA departure procedures for LAX keep eastbound jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. The FAA may issue different altitude and heading instructions at their discretion to accommodate air traffic flow and for aircraft safety. This published FAA departure 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. *
3/22/16	5:53 pm	3/22/16	5:48 pm	Culver City	Low flying	At the reported time, a Boeing 777 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 5,800' 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. After reaching the SMO VOR, aircraft may fly over your area at altitudes below 7,000' 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 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/22/16	10:42 pm	3/22/16	9:38 pm	Los Angeles	Low flying	At the reported time, a Boeing 717 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 4,100' 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 may fly over your area at altitudes below 7,000' 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. 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. *
3/23/16	5:36 pm	3/23/16	5:37 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.27 miles north of your residence at an approximate altitude of 7,000' 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 at altitudes below 7,000' 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 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. 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.
3/23/16	6:23 pm	3/23/16	6:06 am	Culver City	Low flying	Your residence is located under the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route for aircraft arriving to LAX from the north and west. These aircraft are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.2 miles 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 at altitudes below 7,000' 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. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, low clouds and fog, 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/24/16	5:03 am	3/24/16	3:59 am	Inglewood	Loud noise	There were no unusual aircraft operations at LAX on the reported day based on available Federal Aviation Administration (FAA) radar flight track data. The 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.
3/24/16	9:21 am	3/24/16	9:22 am	Culver City	Loud noise	We were unable to confirm the reported operation (CPZ5972) based on available Federal Aviation Administration (FAA) radar flight track data. At 9:20 a.m. on the reported morning, a Boeing 737 was observed 0.34 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 at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area at altitudes below 7,000' 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 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.
3/24/16	9:28 am	3/24/16	8:24 am	Culver City	Overflight	At 8:23 a.m. on the reported day, 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 approximately 3.4 miles 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 at altitudes below 7,000' 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight 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. Certain atmospheric/weather conditions, such as temperature inversions, low clouds and fog, 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/24/16	2:31 pm	3/24/16	2:29 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed over your area 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 approximately 3.7 miles 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 at altitudes below 7,000' 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, low clouds and fog, may amplify aircraft noise and make it seem louder than usual.
3/24/16	5:30 pm	3/24/16	5:08 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 6,600' 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 3.7 miles 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 at altitudes below 7,000' 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, low clouds and fog, may amplify aircraft noise and make it seem louder than usual. *
3/24/16	11:52 pm	3/24/16	11:49 pm	Los Angeles	Loud noise	There were no unusual aircraft operations observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data and no departures occurred on the outboard runway 24R at the reported time. At 11:49 p.m., an Airbus 320 departed from the north inboard runway 24L which is located approximately 0.94 miles south of your residence. The 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/25/16	10:32 am	3/25/16	9:29 am	Culver City	Low flying	At 9:30 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.57 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 approximately 3.4 miles 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 at altitudes below 7,000' 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, low clouds and fog, may amplify aircraft noise and make it seem louder than usual.
3/25/16	10:09 pm	3/25/16	8:55 pm	Los Angeles	Low flying	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 approximately 1.7 miles southwest of your residence at Santa Monica Airport (SMO), at or above 7,000'. After reaching the SMO VOR, aircraft may fly over your area at altitudes below 7,000' 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 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. For aircraft safety concerns please contact the FAA's Flight Standards District Office (FSDO) by visiting <a href="http://www.faa.gov/contact">www.faa.gov/contact</a> and click on "Contact your local FSDO".

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/26/16	6:23 am	3/25/16	6:14 am	Culver City	Loud noise	At 6:17 a.m. on the reported morning, an Embraer 170 on arrival to LAX was observed 0.21 miles south of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft arriving from the east was initially following Westerly Arrival procedures and was instructed by FAA Air Traffic Control (ATC) to maintain 7,000'. Following Westerly Arrival procedures it would normally have arrived from the east straight into LAX facing westbound; however due to the estimated arrival time for this aircraft, just prior to the transition from Over Ocean Operations (OOO) to Westerly Operations, the FAA ATC issued a new runway assignment and instructed this aircraft to follow standard 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 at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend westbound over the ocean before making a U-turn to land at LAX. Usually, during OOO aircraft may be observed over your area at altitudes above 8,000' as they fly westbound toward the SMO VOR; the reported aircraft was instructed by FAA ATC to 7,000' prior to being redirected to follow OOO. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. 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. Certain atmospheric/weather conditions, such as temperature inversions of 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/26/16	6:27 am	3/26/16	6:23 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 5,500' 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 transitioned LAX air traffic flow to Westerly Operations from 6:15 a.m. to 6:30 a.m. per the FAA ATC. 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 below 7,000' 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 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 FAA arrival procedures have 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/26/16	2:47 pm	3/26/16	6:15 am	Culver City	Other	At the reported time of 6:15 a.m., a Boeing 747 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. At 6:23 a.m., a Boeing 737 was observed 0.3 miles north of your residence at an approximate altitude of 5,400' based on available FAA radar flight track data. On the reported morning the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations from 6:15 a.m. to 6:30 a.m. per the FAA ATC. 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 below 7,000' as they 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. 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 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 FAA arrival procedures have 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. 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.
3/26/16	4:39 pm	3/26/16	1:05 pm	Los Angeles	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.5 miles south of your residence at an approximate altitude of 1,600' 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) per the FAA. 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, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation will happen from time to time. The reported aircraft maintained runway heading and was not observed flying over your community. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/27/16	11:31 am	3/27/16	5:24 am	Culver City	Loud noise	At 5:34 a.m., a Boeing 737 on arrival to LAX was observed 1.9 miles southwest of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed over your area at an altitude consistent with 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 whenever possible to minimize aircraft noise in the nearby residential areas. 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. This 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
3/27/16	11:50 am	3/27/16	11:34 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 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west and 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. 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. 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. LAX has 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.
3/27/16	12:54 pm	3/27/16	12:51 pm	Los Angeles	Loud noise	At the reported time, an unknown helicopter operation was observed over your area at an approximate altitude of 400' 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 may fly at their discretion following FAA regulations. Airports do 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. 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> .

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/27/16	1:51 pm	3/27/16	12:31 pm	Santa Monica	Loud noise	Your residence is located approximately 3 miles northwest of the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), which is referenced in several arrival procedures for LAX. 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. This published FAA arrival procedure for LAX has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA may issue altitude and heading instructions at their discretion to coordinate air traffic flow or for aircraft safety. 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 volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the last few years there may be more frequent operations. Certain atmospheric/weather conditions, such as temperature inversions, fog and low clouds, may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) is currently conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred.
3/27/16	5:19 pm	3/27/16	5:00 am	Culver City	Loud noise	There were no LAX operations observed over your area at the reported time of 5:00 a.m. We also investigated aircraft operations over your area at 5:00 p.m. (in case there was a typo when entering the event time). At 4:59 p.m. on the reported day, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west and 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. 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. 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. LAX has 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			
3/28/16	9:06 am	3/27/16	8:36 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.5 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 an FAA-initiated go-around due to previous arrival traffic on the runway, per FAA. 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, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to 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. LAX has 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.
3/28/16	12:01 pm	3/28/16	12:01 pm	Culver City	Loud noise	Your residence is located just north of the downwind leg of the standard arrival route for aircraft arriving to LAX and is subject to numerous arrivals. 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. 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. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.

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

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/28/16	3:17 pm	3/28/16	9:06 am	Los Angeles	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.3 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 an FAA-initiated go-around due to previous arrival traffic on the runway. 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, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation 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 activities with the major emphasis on safety.
3/28/16	7:43 pm	3/28/16	7:35 pm	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.8 miles north of your residence at an approximate altitude of 5,900' based on available FAA radar flight track data. Aircraft arriving from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 3.2 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 U-turn at or past the 110 freeway for final approach to LAX. This FAA arrival procedure has been in existence for many years. The FAA Air Traffic Control may instruct aircraft to fly at certain altitudes and headings for airspace efficiency at their sole discretion. 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.
3/28/16	8:21 pm	3/28/16	7:18 pm	Los Angeles	Low flying	At the reported time, a Bombardier Challenger 300 was observed 0.5 miles northwest of your residence at an approximate altitude of 400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on final approach to Santa Monica Airport (SMO) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact SMO at 310-458-8692. 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/28/16	9:24 pm	3/28/16	8:20 pm	Whittier	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 5,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft followed the published FAA standard arrival route to LAX for aircraft arriving from the east. The reported aircraft was observed near your area at an altitude consistent with this procedure. 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.
3/29/16	6:22 am	3/29/16	5:05 am	Torrance	Too frequent	The reported aircraft, a Convair CVLT lax departure was observed 2.7 miles south of your residence at an approximate altitude of 10,000' 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.
3/29/16	6:42 am	3/29/16	5:05 am	Torrance	Too frequent	The reported aircraft was observed 2.6 miles south of your residence at an approximate altitude of 10,000' 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/29/16	6:56 am	3/29/16	5:05 am	Torrance	Loud noise	The reported aircraft was observed 2.7 miles south of your residence at an approximate altitude of 10,000' 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.
3/29/16	7:15 am	3/29/16	6:06 am	Redondo Beach	Go-around	At the reported time, a General Aviation Pilatus PC12 propeller aircraft departed from Hawthorne Airport (HHR) en route to San Carlos Airport (SQL) in the bay area and was not associated with LAX operations. The reported aircraft traveled southbound following the Federal Aviation Administration (FAA) standard departure procedure out of HHR. Although its destination is up north, the standard instrument departure sent it to the south of HHR in order to gain the necessary altitude to traverse over LAX airspace. This aircraft flew 0.5 miles west of your residence at an approximate altitude of 4,600'. Please note airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration (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. For more information please contact HHR at (310) 349-1635.
3/29/16	10:24 am	3/29/16	9:22 am	Culver City	Low flying	At the reported time, an Embraer E170 arriving to LAX followed the FAA-established standard arrival route. This aircraft flew the downwind leg of the standard approach 0.3 miles north of your residence at an approximate altitude of 5,600'. Aircraft arriving 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 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 an altitude at or above 2,500' MSL, for final approach; some may fly over your area. 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 activity with major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/29/16	11:07 am	3/29/16	11:00 am	Los Angeles	Loud noise	At the reported time, a General Aviation King Air Beech 90 twin propeller aircraft was observed over your area at an approximate altitude of 2,200' and was not associated with LAX operations. This aircraft flew in a pattern similar to a medfly eradication operation at a steady altitude for about two hours. We were unable to determine origination or destination for this operation using available Federal Aviation Administration (FAA) flight track radar data. No LAX operation was observed over your area at the reported time. Certain weather/atmospheric conditions may amplify aircraft noise.
3/29/16	1:37 pm	3/29/16	11:33 am	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 0.6 miles north of your residence at an approximate altitude of 6,000'. This activity is consistent with the parameters of the standard published FAA approach procedure for aircraft arriving to LAX from the north and west during Westerly Operations. Certain weather/atmospheric conditions may amplify aircraft noise.
3/29/16	5:05 pm	3/29/16	5:04 pm	Culver City	Loud noise	At the reported time a Bonanza B33 propeller aircraft was observed following the arrival pattern for Santa Monica Airport (SMO) and was not associated with LAX operations. This aircraft flew 1.6 miles north of your residence at an approximate altitude of 1,400'. No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Please contact SMO for more information at (310) 458-8591. Certain weather/atmospheric conditions may amplify aircraft noise.
3/30/16	7:29 am	3/30/16	4:38 am	Torrance	Too frequent	The reported aircraft was observed 2.7 miles south of your residence at an approximate altitude of 10,000' 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/30/16	7:46 am	3/30/16	6:13 am	Redondo Beach	Loud noise	At the reported time, a General Aviation (GA) Pilatus PC12 single propeller aircraft was observed 2.6 miles west of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. Please contact HHR at 310-349-1635 for more information. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
3/30/16	7:51 pm	3/30/16	7:48 am	Culver City	Loud noise	A General Aviation Piper P28A propeller aircraft was observed following the Federal Aviation Administration (FAA)-established Mini Route southbound over the LAX airspace en route to Torrance Airport and was not associated with LAX operations. This aircraft flew 1.6 miles west of your area at an approximate altitude of 2,400'. No LAX operations were observed over your area based on available FAA radar flight track data at the reported time. Certain weather/atmospheric conditions may amplify aircraft noise.
3/30/16	7:53 pm	3/30/16	7:51 am	Culver City	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. A helicopter was flying northbound and turned westbound 1 mile south of your residence at an approximate altitude of 1,500'. This helicopter operation was not associated with LAX operations. 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.
3/30/16	7:54 pm	3/30/16	7:53 am	Culver City	Loud noise	At the reported time, a Boeing 717 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX over your area. This aircraft flew 1.5 miles north of your residence at an approximate altitude of 5,700'. 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 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. 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/30/16	8:03 pm	3/30/16	8:03 pm	Culver City	Loud noise	At the reported time, a Boeing 717 was observed flying on the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX for aircraft arriving from the north and west. This aircraft flew 1.3 miles north of your residence at an approximate altitude of 6,100' which is consistent with this published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
3/30/16	8:06 pm	3/30/16	8:05 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the Federal Aviation Administration (FAA)-established standard arrival route for aircraft arriving to LAX from the north and west. This aircraft flew 1.4 miles north of your residence at an approximate altitude of 6,200', which is consistent with this published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
3/30/16	8:20 pm	3/30/16	8:19 pm	Culver City	Loud noise	At the reported time, a Boeing 717 was observed following the FAA-established standard arrival route for aircraft arriving to LAX from the north and west. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 6,100', which is consistent with this published FAA arrival procedure. 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 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. 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/30/16	8:34 pm	3/30/16	8:34 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.46 miles north of your residence at an approximate altitude of 5,100' 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 may fly over your area at altitudes below 7,000' 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. At 8:32 p.m., when this aircraft was approximately 3.4 miles west of the SMO VOR, the Air Traffic Control (ATC) instructed this aircraft to descend to an altitude of 3,000'. This aircraft flew over the SMO VOR at an approximate altitude of 6,700' based on available FAA radar flight track data. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow and for aircraft safety requirements. 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.
3/30/16	8:36 pm	3/30/16	3:50 pm	Stevenson Ranch	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 3:58 p.m., a FedEx Airbus 300 was observed 1.6 miles northwest of your residence at an approximate altitude of 6,200'. This aircraft was flying southbound en route to Bob Hope Burbank Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. 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.
3/30/16	8:37 pm	3/30/16	8:36 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.42 miles north of your residence at an approximate altitude of 5,600' 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 at altitudes below 7,000' 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. The reported aircraft was observed in your area at an altitude consistent with 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.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/30/16	8:40 pm	3/30/16	8:40 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.23 miles north of your residence at an approximate altitude of 5,700' 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 may fly over your area at altitudes below 7,000' 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. The reported aircraft was observed over your area at an altitude consistent with 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.
3/30/16	8:42 pm	3/28/16	12:10 am	Stevenson Ranch	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 11:50 p.m., a Cessna Citation jet was observed 0.2 miles east of your residence at an approximate altitude of 5,000'. This aircraft was flying southbound en route to Bob Hope Burbank Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. 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. *
3/31/16	1:44 am	3/31/16	12:26 am	Inglewood	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed 1.3 miles east of your residence at an approximate altitude of 500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information please contact HHR at (310) 349-1635. 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). Please note, 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.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
3/31/16	7:21 pm	3/31/16	7:16 pm	Culver City	Loud noise	At 7:14 p.m. on the reported day, an Embraer 170 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 5,600' 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 at altitudes below 7,000' 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. 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.

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