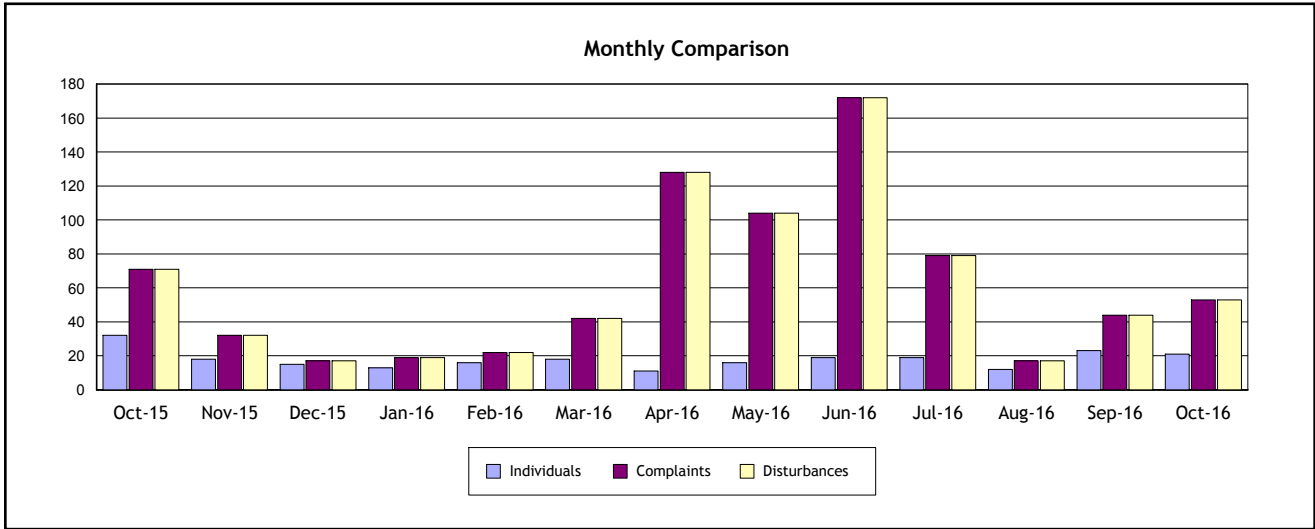


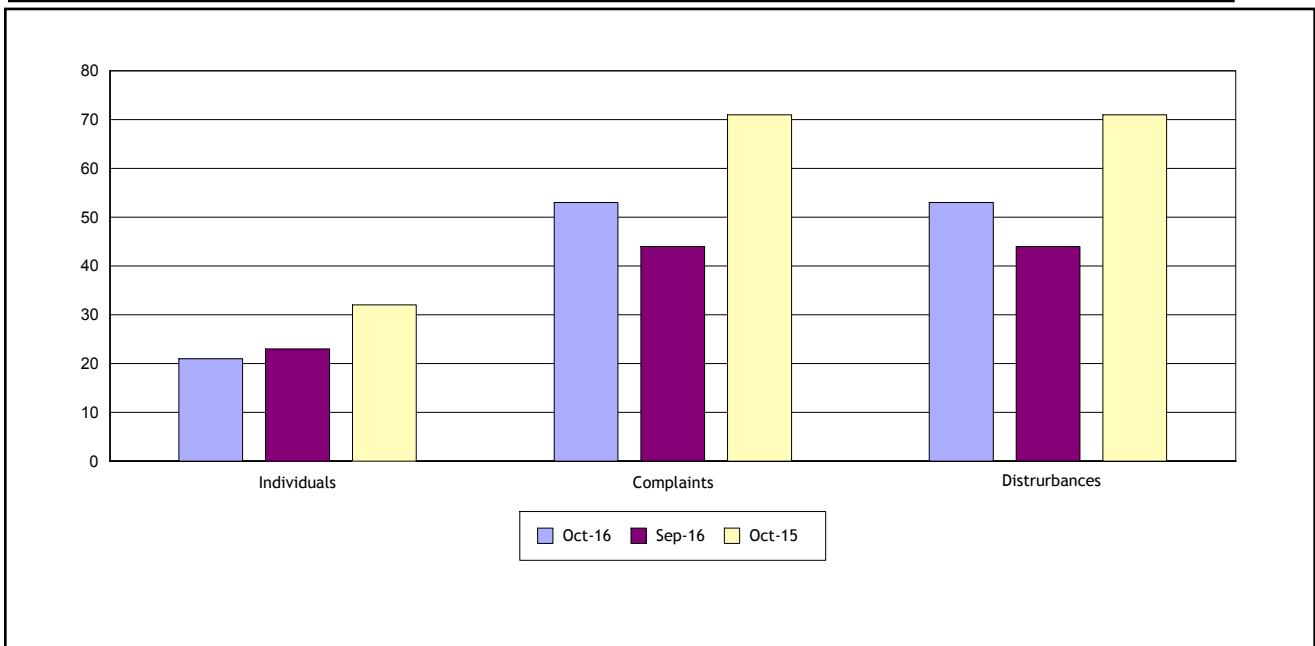
**Individuals Submitting Noise Complaints** 21

**Noise Complaints Received** 53

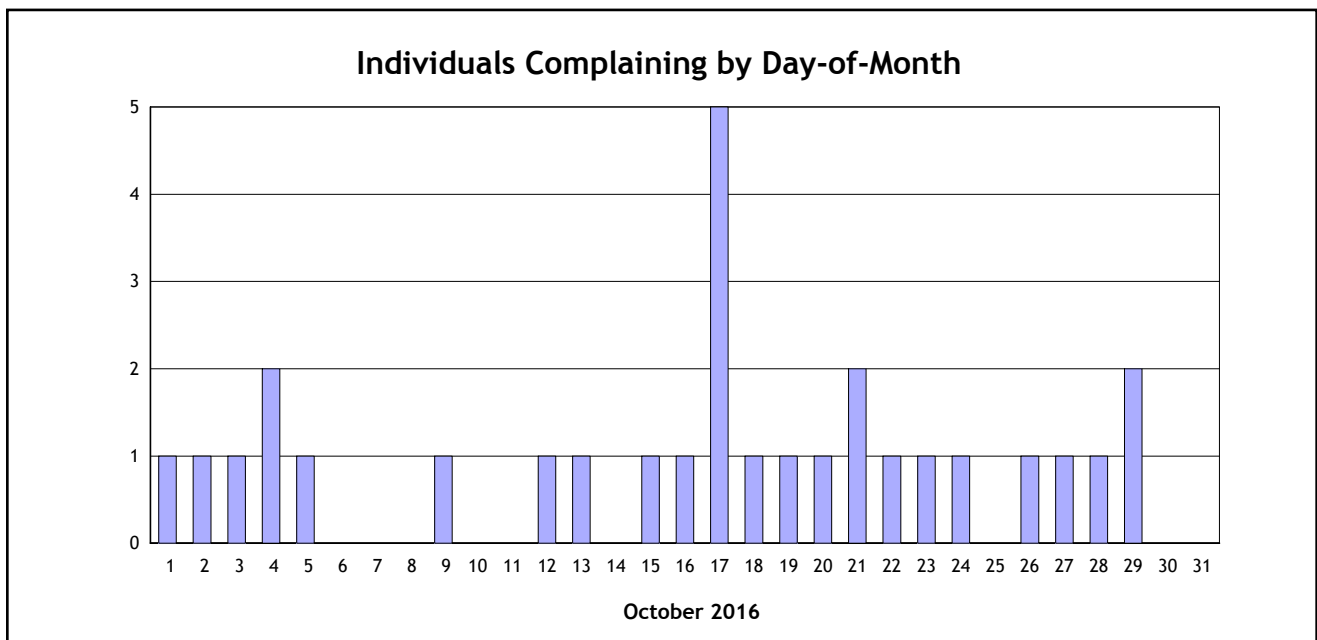
**Noise Disturbances Reported** 53

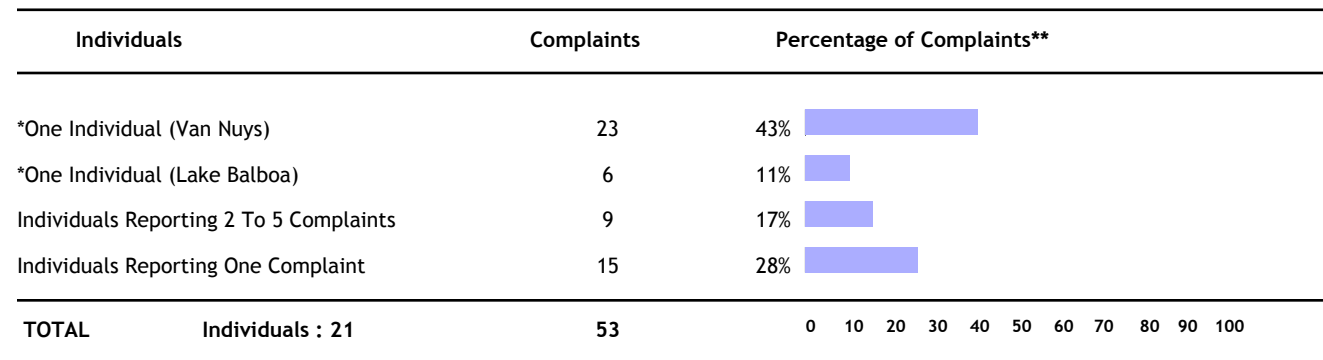
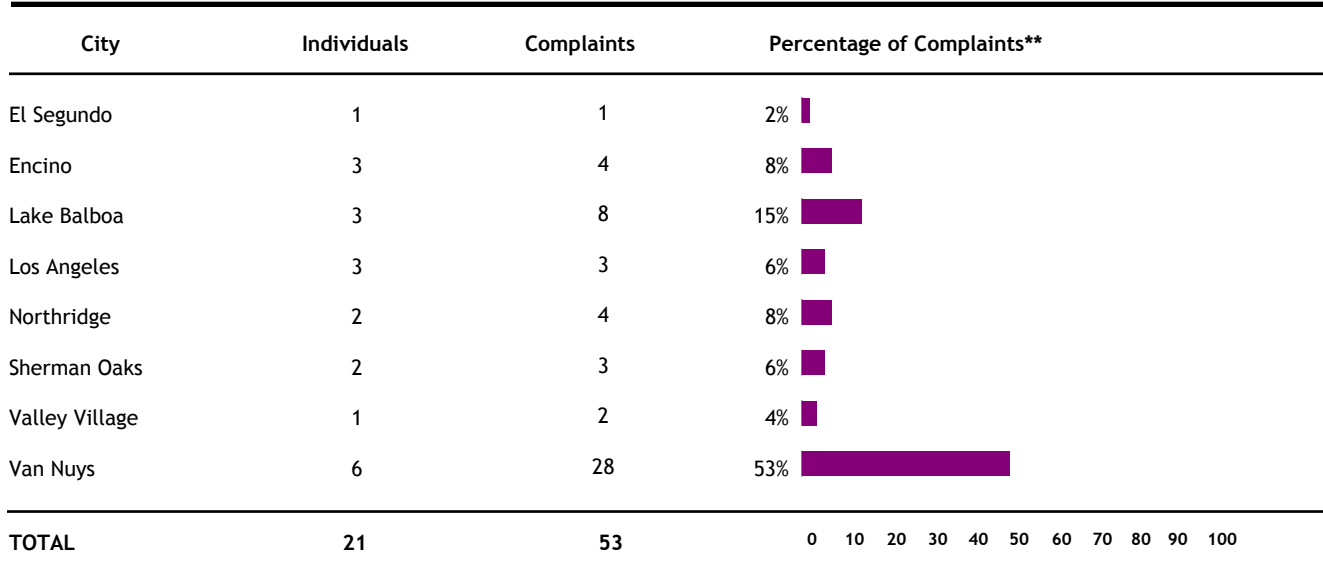


	October 2016	September 2016	% Change	October 2015	% Change
<b>Individuals</b>	21	23	-9%	32	-34%
<b>Complaints</b>	53	44	20%	71	-25%
<b>Disturbances</b>	53	44	20%	71	-25%



	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
<b>Complaints</b>	38	7	8
<b>Disturbances</b>	37	6	10

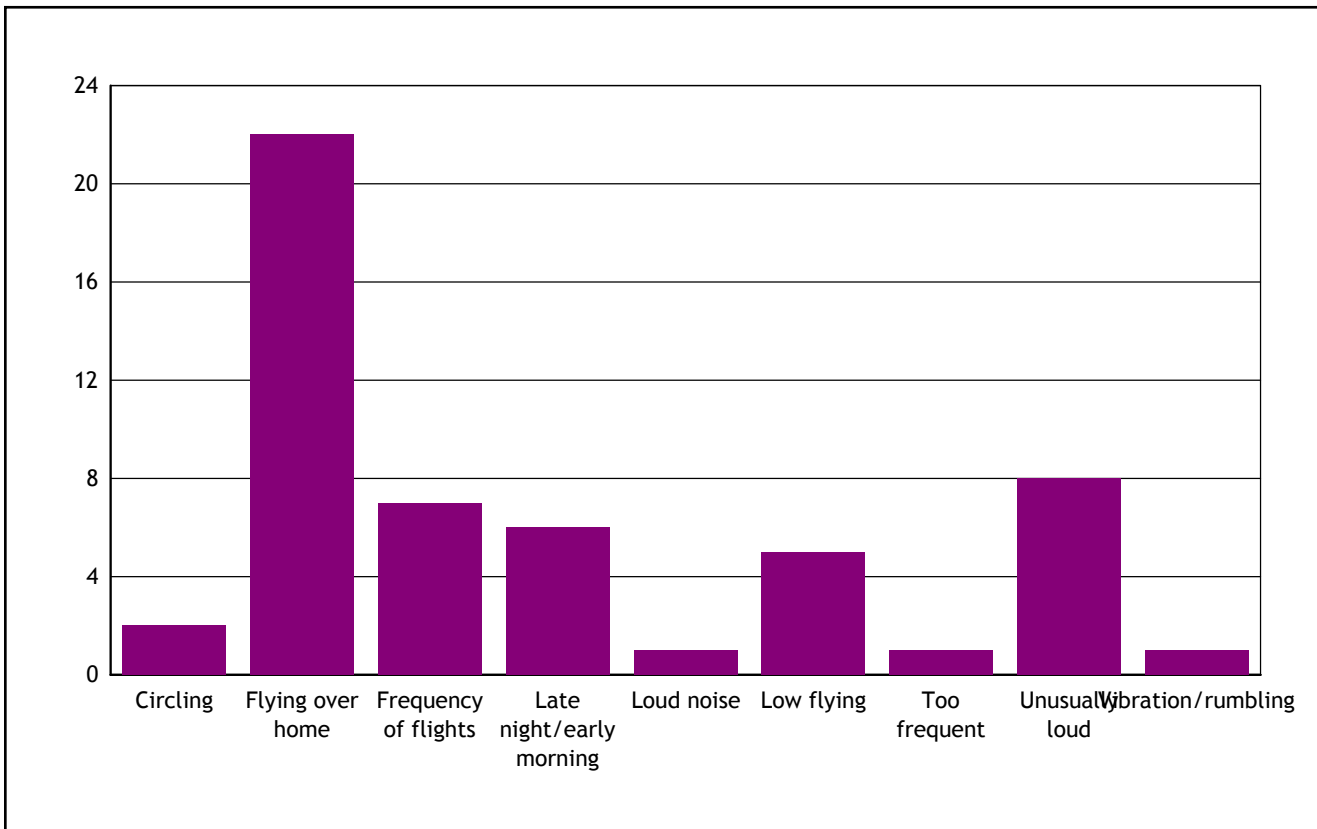




\* One individual reporting 6 or more complaints shown by city.

\*\* All percentages are rounded to the nearest whole number.

<i>Type of Disturbance*</i>	<i>Number of Complaints</i>
Circling	2
Flying over home	22
Frequency of flights	7
Late night/early morning	6
Loud noise	1
Low flying	5
Too frequent	1
Unusually loud	8
Vibration/rumbling	1
<b>TOTAL</b>	<b>53</b>



Note: \* As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
10/01/2016	2:21 pm	9/26/2016	6:17 am	Sherman Oaks	Flying over home	The aircraft traffic that you referenced is associated with departures from Van Nuys Airport (VNY) runway 16R and departures from Bob Hope Airport (BUR) runway 08. Many aircraft fly over or near your residence that transition to and from the many airports in the Los Angeles basin. Please note that airports, including Van Nuys Airport (VNY), do not have jurisdiction on aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Please contact the FAA at FAA Western Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for more information regarding this matter.
10/02/2016	8:58 pm	10/02/2016	11:52 am	Sherman Oaks	Unusually loud	The aircraft noise you reported on Sunday, October 2, 2016 at 11:52 was associated with a modified Stage 3 Gulfstream G-III departure from VNY. The departure from VNY runway 16R was under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) and was consistent with normal VNY departure operations. Additionally, the aircraft-specific Single Event Noise Exposure Level (SENEL) established in the VNY Fly Friendly Quiet Jet Departure Program was not exceeded. Please see page 8 of the VNY Noise Program brochure for more information on the program at: <a href="http://www.lawa.org/uploadedFiles/VNY/pdf/Noise_Programs.pdf">www.lawa.org/uploadedFiles/VNY/pdf/Noise_Programs.pdf</a> Please note that airports do not have jurisdiction on aircraft in flight. The Federal Aviation Administration 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. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
10/03/2016	4:46 am	10/03/2016	4:38 am	Lake Balboa	Late night/early morning	The aircraft noise you reported on Monday, October 3, 2016 at 04:38 was a Gulfstream G-400 that arrived at VNY on runway 16R under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). In addition, a Gulfstream G-200 departed under the control and direction from FAA SoCal ATC from 16R VNY at 04:32. Both operations taxied to and from the southeast corner of the airport which may

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/04/2016	3:29 pm	10/04/2016	3:05 pm	Northridge	Flying over home	<p>have extended the duration of the noise event as heard from your residence. Lastly, our investigation for aircraft engine run-up activity for maintenance turned up negative. Please note that engine maintenance restrictions exist between the hours of 19:00 until 07:00 the following morning and that VNY has an Airfield Superintendent on duty during the restricted hours to investigate and enforce any run-up complaints. The Duty Superintendent at Airport Operations may be reached at (818) 442-6506. Note that this is not a Noise Complaint Line and should only be used to report suspected engine run-up activity during the restricted hours of 19:00 and 07:00 the following morning.</p>
10/09/2016	11:43 am	10/09/2016	10:38 am	Van Nuys	Flying over home	<p>The propeller aircraft you reported on Tuesday, October 4, 2016 at 15:05 was a Piper PA28 that was conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is not uncommon for a pilot to execute multiple, consecutive circuits over the airport in a single session. Between 15:22 and 15:44 a single engine Cessna C172 executed a missed approach as directed by ATC for separation and safety issues. And, at 15:32 a helicopter operated by Children's Hospital Los Angeles was directed to fly the Tracks Arrival Route, a standard VNY helicopter arrival/departure corridor very close to your residence. Please note that Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009.</p> <p>The propeller aircraft you reported on Sunday, October 9, 2016 at 1038 was a Cessna C182 conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is not uncommon for a pilot to execute multiple, consecutive circuits over the airport in a single session. VNY ATC directed the pilot to turn early just before the Flood Basin for separation and safety concerns as other aircraft were operating airport area. Please note that airport staff has made sustained outreach since the end of 2014 to reiterate to the FAA VNY ATCT, pilots, operators, flight schools, FBOs, etc., the preferred departure procedure for aircraft departing runways 16L and 16R at VNY. In particular, LAWA emphasized that propeller driven aircraft departing from runway 16L are to fly "straight out" to the Flood Basin before commencing any turns, unless directed otherwise by the FAA ATCT. We hope these</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>outreach efforts will lead to better adherence to the voluntary procedure and will result in more of these propeller driven aircraft flying south of Victory Blvd. and not directly over your community. For more information on the outreach campaign, please visit <a href="http://www.lawa.org/welcome_VNY.aspx?id=12201">http://www.lawa.org/welcome_VNY.aspx?id=12201</a></p> <p>Lastly, airports do not have jurisdiction on aircraft in flight. The Federal Aviation Administration 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. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.</p>
10/13/2016	8:40 am	10/13/2016	8:34 am	Northridge	Vibration/rumbling	<p>The helicopter you reported on Thursday, October 13, 2016 at 08:34 was operated by the Los Angeles Fire Department (LAFD) and was conducting official LAFD business. The helicopter departed via the Balboa Helicopter Route and was under the control and direction from Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure was consistent with normal VNY helicopter departure operations. Airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted at (818) 904-6291 (Safety) or in writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 (Flight Patterns).</p>
10/15/2016	1:30 pm	10/15/2016	12:26 pm	Van Nuys	Flying over home	<p>The propeller aircraft you reported on Saturday, October 15, 2016 at 12:26 was a single engine propeller driven airplane conducting Touch-and-Go training from the east runway (16L).The pilot was directed by ATC to turn 10 degrees east as a Citation Jet (CJ3) was departing from the parallel runway (16R).</p>
10/15/2016	1:33 pm	10/15/2016	1:30 pm	Van Nuys	Frequency of flights	<p>The propeller aircraft you reported on Saturday, October 15, 2016 at 13:30 was an American Champion Decathlon 8KCAB conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). ATC directed four of the five turns that were short of the Basin and it appears that the pilot initiates the other turn over your neighborhood for an unknown reason. The aforementioned flights originated and terminated on the left runway (16L). When aircraft are training on this runway, the pilot is directed to make a left crosswind departure. This left turn separates aircraft utilizing the right runway (16R). The owner of this aircraft has been called and briefed of the incident and of our No Early Turn Policy. Please note that extensive outreach efforts were made at the end of 2014 by airport</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						staff to inform the FAA VNY ATC, pilots, operators, flight schools, FBOs, etc., of the "early turn" issue for prop aircraft departing VNY. In particular, LAWA emphasized that aircraft are to fly straight out to the flood basin before commencing any turns, unless directed otherwise by the FAA ATC. We hope these outreach efforts and voluntary measures will result in fewer turns over your community by prop aircraft.
10/17/2016	6:40 am	10/17/2016	5:50 am	Encino	Loud noise	The aircraft noise you reported on Monday, October 17, 2016 at 05:50, 6:20, and 6:24 were associated with a Stage 3 Falcon FA50 departure, a Stage 3 Falcon FA50 departure , and a Stage 3 Hawker 800XP (H25B) departure, respectively. All three operations were consistent with VNY departure procedures and were not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">www.lawa.org/welcome_VNY.aspx?id=1034</a> . Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
10/17/2016	9:15 am	10/17/2016	5:40 am	Van Nuys	Late night/early morning	The aircraft noise you reported in the late night on Sunday, October 16 and in the early morning hours of Monday, October 17, 2016 were consistent with VNY departure procedures and were not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">www.lawa.org/welcome_VNY.aspx?id=1034</a> . Additionally, please refer to the Noise Management "quick facts" for a brief list enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/17/2016	6:32 pm	10/17/2016	6:32 pm	El Segundo	Too frequent	Our investigation shows that the general complaint that you are referring to on Monday, October 17, 2016 at 18:32 is not associated with Van Nuys Airport (VNY) operations. Based on the address you provided, the closest airport that may provide information regarding your noise concerns is Los Angeles International Airport (LAX). As a courtesy, we've provided the following link to the LAX WebTrak website and phone number to the LAX Noise Complaint Line for your reference: <a href="http://webtrak.bksv.com/lax">http://webtrak.bksv.com/lax</a> , (424) 64 NOISE.
10/18/2016	11:04 am	10/18/2016	11:04 am	Los Angeles	Flying over home	Our investigation shows that the general complaint that you are referring to on Tuesday, October 18, 2016 at 11:04 is not associated with Van Nuys Airport (VNY) operations. Based on the address you provided, the closest airport that may provide information regarding your noise concerns is Los Angeles International Airport (LAX). As a courtesy, we've provided the following link to the LAX WebTrak website and phone number to the LAX Noise Complaint Line for your reference: <a href="http://webtrak.bksv.com/lax">http://webtrak.bksv.com/lax</a> , (424) 64 NOISE.
10/19/2016	3:27 pm	10/19/2016	3:07 pm	Northridge	Low flying	The aircraft you reported on Wednesday, October 19, 2016 at 15:07 was a Gulfstream G-650 (GLF6) that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC). This departure to the north from runway 34L was consistent with normal VNY northerly departure procedures. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Please contact the FAA at FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
10/20/2016	3:10 pm	10/20/2016	3:10 pm	Los Angeles	Flying over home	Our investigation shows that the general complaint and concern that you are referring to on Thursday, October 20, 2016 at 15:10 is not associated with Van Nuys Airport (VNY) operations. Based on the address you provided, the closest airport that may provide information regarding your noise concerns is Los Angeles International Airport (LAX). As a courtesy, we've provided the following link to the LAX WebTrak website and phone number to the LAX Noise Complaint Line for your reference:

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/21/2016	6:03 am	10/21/2016	5:58 am	Lake Balboa	Unusually loud	<p><a href="http://webtrak.bksv.com/lax">http://webtrak.bksv.com/lax</a>, (424) 64 NOISE.</p> <p>The ground and/or aircraft run-up noise you reported on Friday, October 21, 2016 at 5:58 could not be identified during the time period that you indicated. Please note that engine run-ups for maintenance are restricted between the hours of 19:00 until 07:00 the following morning and that VNY has an Airfield Superintendent on duty during the restricted hours to investigate and enforce any run-up complaints. The Duty Superintendent at Airport Operations may be reached at (818) 442-6506. Note that this is not a Noise Complaint Line and should only be used to report suspected engine run-up activity during the restricted hours of 19:00 and 07:00 the following morning. Additionally, the noise you heard may be related to the use of Auxiliary Power Units (APU) which often sound like jet engines. Personnel working on their aircraft use the APUs as a power source enabling them to prepare for all aspects of the flight, including preflight checks and making the necessary mechanical adjustments. Lastly, please note that airports do not control aviation. The FAA has ultimate authority over aircraft and regulates virtually all aviation activity. The major emphasis is on safety. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding this issue.</p>
10/21/2016	1:50 pm	10/21/2016	1:43 pm	Northridge	Low flying	<p>The low flying and noisy aircraft you reported on Friday, October 21, 2016 at 1343 was associated with the arrival of two S-64 Sikorsky (Erickson) Helitankers under contract with the Los Angeles Fire Department (LAFD) and the Los Angeles County Fire Department (LACFD). The Helitankers arrived via the Balboa Route and were under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). These arrivals were consistent with normal VNY arrival procedures. Your residence is located very near to the standard arrival route and is subject to numerous arrival aircraft on final approach for landing to City ramp at the northwest section of the airport. Lastly, please note that airports do not have jurisdiction on 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.</p>
10/22/2016	6:32 am	10/22/2016	6:23 am	Van Nuys	Late night/early morning	<p>The complaint you filed on Saturday, October 22, 2016 at 06:23 regarding late night/early morning disturbances were associated with several Stage 3 departures from Van Nuys Airport (VNY) and a departure from Bob Hope Airport (BUR). There were also three jet arrivals between 00:34 and 01:13. All VNY operations were consistent with VNY</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						departure and arrival procedures and were not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">www.lawa.org/welcome_VNY.aspx?id=1034</a> . Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> . Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
10/24/2016	8:17 am	10/24/2016	2:45 am	Encino	Late night/early morning	The aircraft you reported on Monday, October 24, 2016 at 02:45 was a Gulfstream G-V that departed from Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC).The departure was consistent with normal VNY departure operations and was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">www.lawa.org/welcome_VNY.aspx?id=1034</a> . Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
10/24/2016	8:20 am	10/24/2016	3:00 am	Encino	Late night/early morning	The airplane noise you reported on Monday, October 24, 2016 at 0300 was a Stage 3 Citation C560 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). SoCal ATC directed the pilot to climb and maintain 14,000 feet Mean Sea Level (MSL) and to turn right (and head for "Gorman" which is to the north) while near your residential neighborhood. The directions from ATC are not arbitrary. The departure was consistent with normal VNY departure operations. This aircraft is not restricted by the VNY Noise Abatement and Curfew regulations.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/29/2016	11:18 am	10/28/2016	2:00 am	Encino	Flying over home	As of January 1, 2016 Stage 2 aircraft were banned from operating nationwide. Stage 3 and 4 aircraft are permitted to land and depart unrestricted at Van Nuys Airport (VNY). Please refer to the Noise Abatement and Curfew Ordinance on the VNY web page ( <a href="http://www.lawa.org/welcomevny.aspx">http://www.lawa.org/welcomevny.aspx</a> ) by typing "noise abatement and curfew regulation" in the search bar and clicking on "Noise Abatement and Curfew Regulation." Additionally, you may also refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do" related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at <a href="http://www.lawa.org/VNYNoise/">www.lawa.org/VNYNoise/</a> Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding this issue.

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