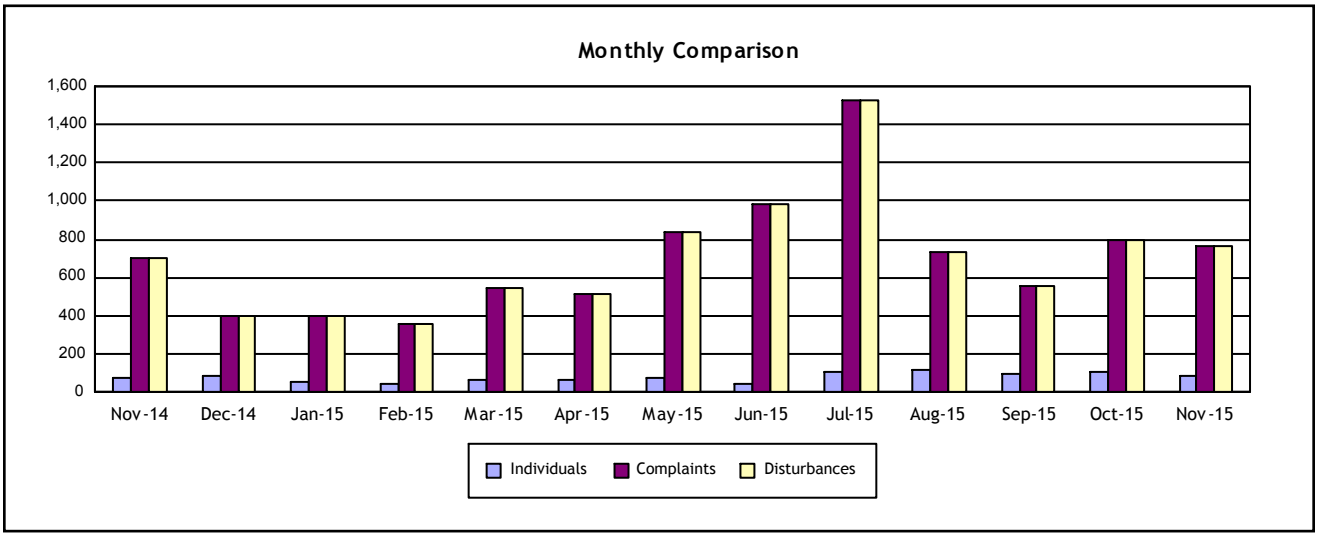
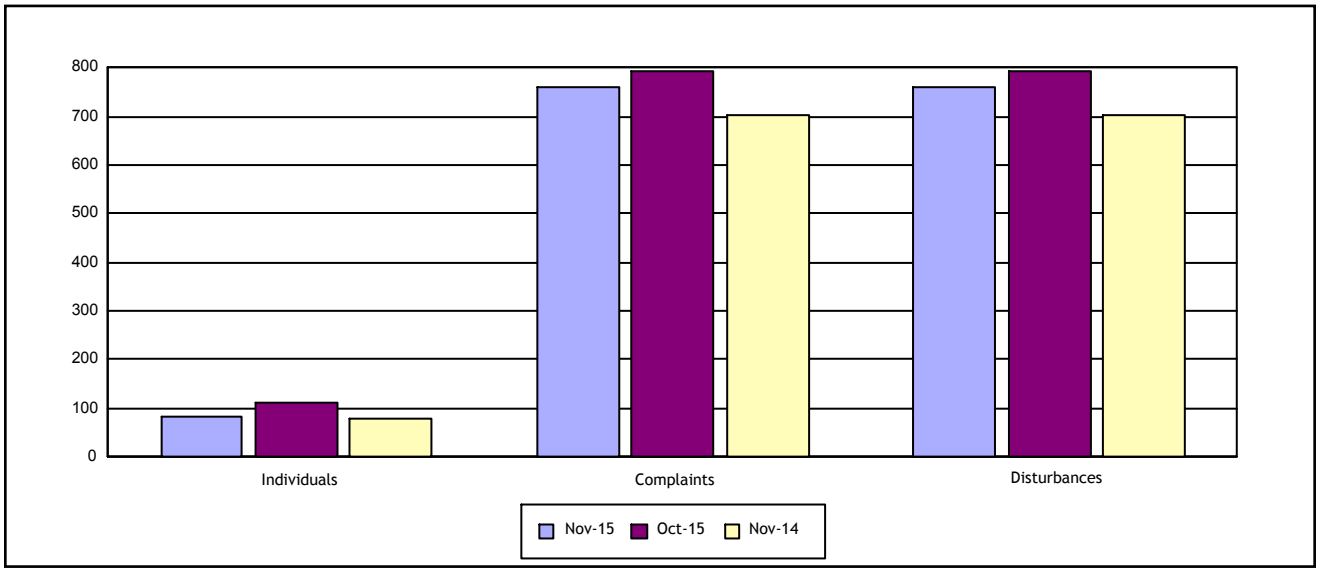
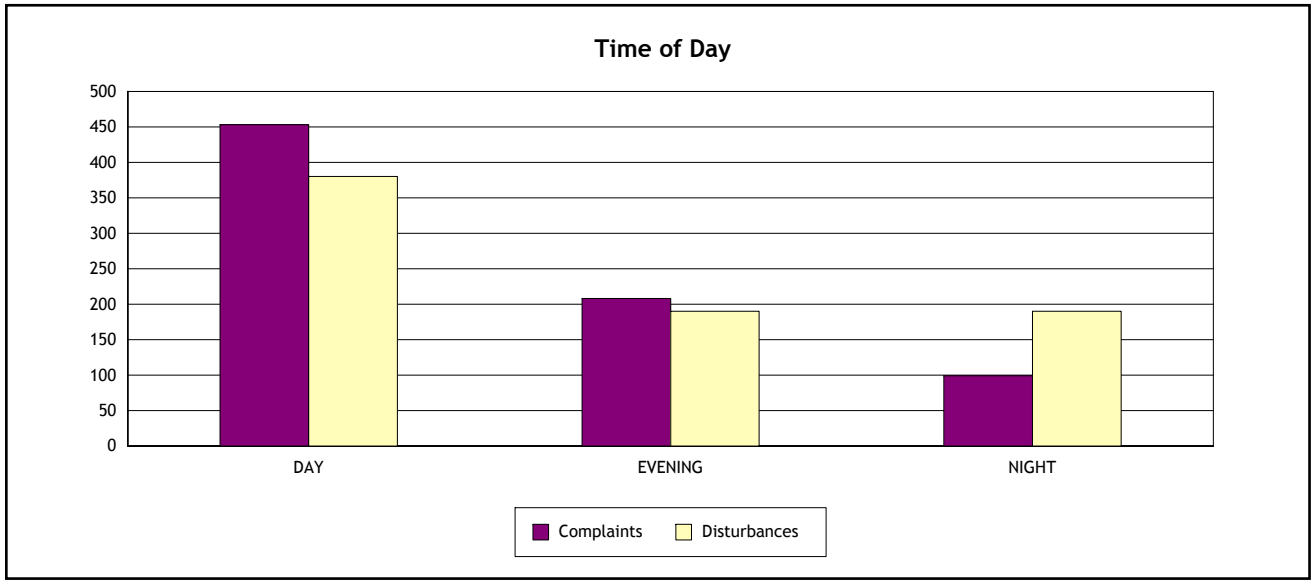
Individuals Submitting Noise Complaints	**83**
Noise Complaints Received	**760**
Noise Disturbances Reported	**760**

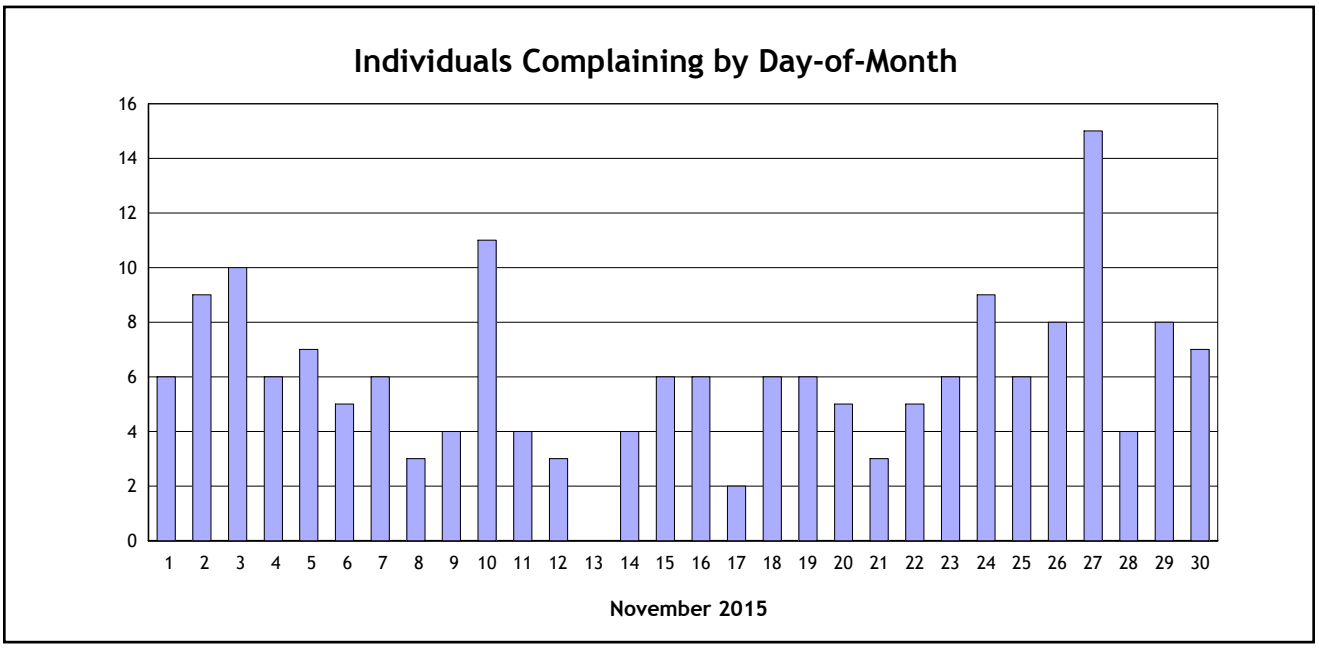


	November 2015	October 2015	% Change	November 2014	% Change
Individuals	83	111	-25%	77	8%
Complaints	760	792	-4%	702	8%
Disturbances	760	792	-4%	702	8%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	453	208	99
Disturbances	380	190	190





LAX
Los Angeles World Airports

Aircraft Noise Community Response Report

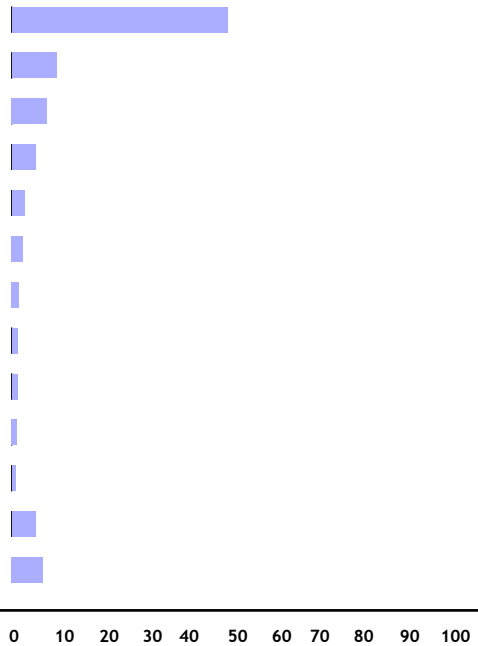
Complaint Distribution by City and Complainant

Los Angeles International Airport

Period:November 2015

City	Individuals	Complaints	Percentage of Complaints**
Culver City	17	118	16%
Downey	1	1	< 1%
El Segundo	5	5	< 1%
Hawthorne	1	1	< 1%
Hermosa Beach	2	2	< 1%
Inglewood	2	2	< 1%
La Habra Heights	2	14	2%
Lakewood	1	63	8%
Los Angeles	24	62	8%
Manhattan Beach	3	4	< 1%
Monterey Park	1	43	6%
Pacific Palisades	1	1	< 1%
Palos Verdes Estates	1	1	< 1%
Redondo Beach	6	16	2%
Santa Monica	6	8	1%
Torrance	4	6	< 1%
Unknown	2	23	3%
Westchester	3	3	< 1%
Whittier	1	1	< 1%
Anonymous	NA	386	51%
TOTAL	**83**	**760**	

Individuals	Complaints	Percentage of Complaints**
*One Individual (Anonymous)	386	51%
*One Individual (Culver City)	80	11%
*One Individual (Lakewood)	63	8%
*One Individual (Monterey Park)	43	6%
*One Individual (Unknown)	22	3%
*One Individual (Los Angeles)	20	3%
*One Individual (Culver City)	13	2%
*One Individual (Los Angeles)	10	1%
*One Individual (Redondo Beach)	10	1%
*One Individual (La Habra Heights)	9	1%
*One Individual (Culver City)	6	1%
Individuals Reporting 2 To 5 Complaints	42	6%
Individuals Reporting One Complaint	56	7%
TOTAL **Individuals : 83**	**760**	

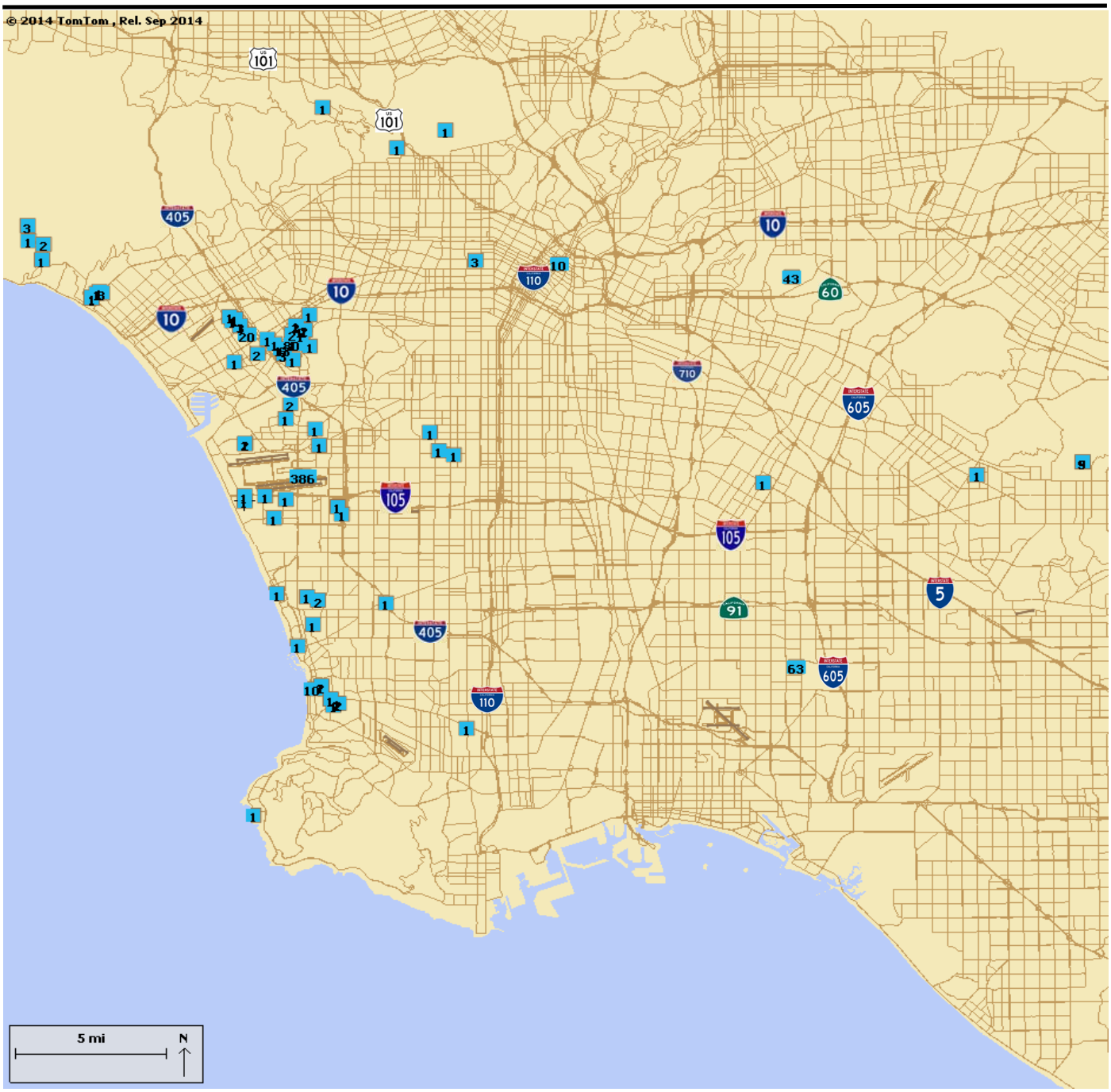


* One individual reporting 6 or more complaints shown by city.
** All percentages are rounded to the nearest whole number.

Complaint Distribution Map

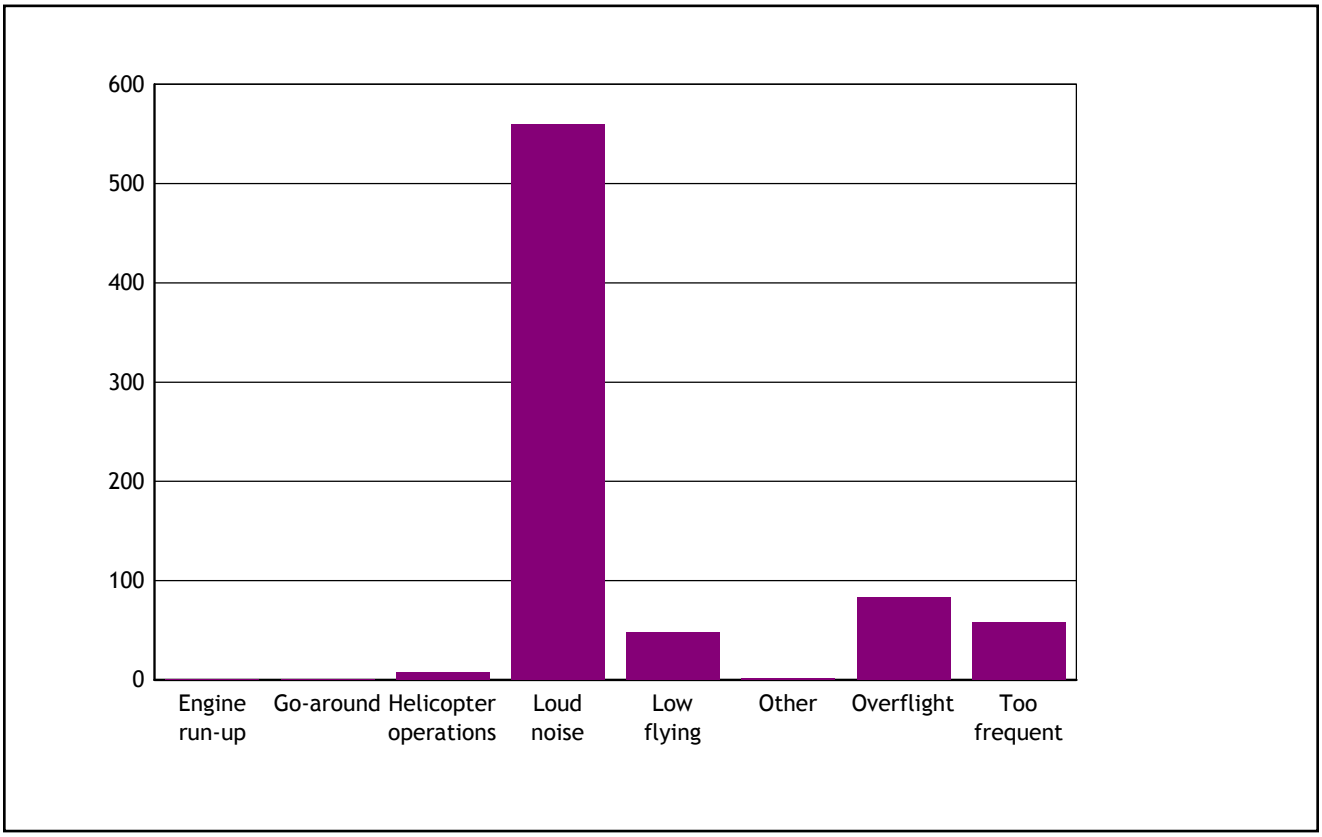
Los Angeles International Airport

Period: November 2015



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

*Type of Disturbance**	*Number of Complaints*
Engine run-up	1
Go-around	1
Helicopter operations	7
Loud noise	560
Low flying	48
Other	2
Overflight	83
Too frequent	58
TOTAL	**760**



Note: * As reported by complainant.

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
11/24/2015	3:47:42	TSU1347	CVLT	25L	Standard Turboprop Departure	3
11/02/2015	1:46:38	WGN2825	MD11	25L	Deviation from Over-Ocean Ops	2
11/03/2015	23:09:39	UAL839	B772	07L	East Departure during West Ops	2
11/18/2015	4:08:17	TSU1347	CVLT	25R	Standard Turboprop Departure	2
11/25/2015	9:05:14	KAL017	A388	24R	Go-around Operation	2

Note

KAL	KOREAN AIRLINES
TSU	GULF & CARIBBEAN CARGO, INC.
UAL	UNITED AIRLINES
WGN	WESTERN GLOBAL ARILINES

Aircraft Noise Community Response Report
Deviations from Over-Ocean Operations
(Between Midnight and 0630 Hours)
Los Angeles International Airport
Period : November 2015

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
11/1/2015	00:00:00	00:03:59	00:03:59	West Flow	SoCal TRACON Request
11/1/2015	06:17:00	06:29:59	00:12:59	West Flow	Westerly Operations Transition
11/2/2015	00:00:00	00:08:59	00:08:59	West Flow	SoCal TRACON Request
11/2/2015	00:25:00	06:29:59	06:04:59	West Flow	ILS Outage and Weather
11/3/2015	00:00:00	06:29:59	06:29:59	West Flow	Wind
11/4/2015	00:00:00	06:29:59	06:29:59	West Flow	SoCal TRACON Request
11/5/2015	02:00:00	06:29:59	04:29:59	West Flow	SoCal TRACON Request
11/6/2015	00:00:00	06:29:59	06:29:59	West Flow	SoCal TRACON Request
11/8/2015	00:00:00	06:29:59	06:29:59	West Flow	SoCal TRACON Request
11/9/2015	00:00:00	00:16:59	00:16:59	West Flow	SoCal TRACON Request
11/10/2015	00:00:00	06:29:59	06:29:59	West Flow	Wind
11/11/2015	00:00:00	00:02:00	00:02:00	West Flow	Over Ocean Operations Transition
11/12/2015	00:00:00	06:29:59	06:29:59	West Flow	SoCal TRACON Request
11/13/2015	00:00:00	06:29:59	06:29:59	West Flow	SoCal TRACON Request
11/14/2015	00:00:00	00:34:59	00:34:59	West Flow	SoCal TRACON Request
11/15/2015	00:00:00	04:50:59	04:50:59	West Flow	SoCal TRACON Request
11/15/2015	06:18:00	06:29:59	00:11:59	West Flow	Westerly Operations Transition
11/16/2015	00:00:00	06:29:59	06:29:59	West Flow	Wind
11/17/2015	00:00:00	00:06:59	00:06:59	West Flow	SoCal TRACON Request
11/18/2015	00:00:00	00:05:59	00:05:59	West Flow	SoCal TRACON Request
11/19/2015	00:00:00	00:01:59	00:01:59	West Flow	SoCal TRACON Request
11/20/2015	00:00:00	03:40:59	03:40:59	West Flow	FAA Flight Check
11/21/2015	06:20:00	06:29:59	00:09:59	West Flow	Westerly Operations Transition
11/22/2015	06:23:00	06:29:59	00:06:59	West Flow	Westerly Operations Transition

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
11/23/2015	00:00:00	06:29:59	06:29:59	West Flow	Runway Closures
11/24/2015	06:26:00	06:29:59	00:03:59	West Flow	Westerly Operations Transition
11/25/2015	00:00:00	06:29:59	06:29:59	West Flow	Wind
11/26/2015	06:22:00	06:29:59	00:07:59	West Flow	Westerly Operations Transition
11/28/2015	06:25:00	06:29:59	00:04:59	West Flow	SoCal TRACON Request
11/29/2015	06:29:00	06:29:59	00:00:59	West Flow	Westerly Operations Transition
11/30/2015	00:00:00	06:29:59	06:29:59	West Flow	Runway/Taxiway Closure

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/1/15	8:12 am	11/1/15	8:12 am	Culver City	Loud noise	At the reported time, an Airbus 320 arriving to LAX was observed 0.74 miles north of your residence at an approximate altitude of 6,600', based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north 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. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control transitions LAX air traffic flow to Over Ocean Operations (OOO). 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 over 30 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 a major emphasis on safety.
11/1/15	8:31 am	11/1/15	8:31 am	Santa Monica	Overflight	On the reported morning at 8:28 a.m., an Airbus A380 arriving to LAX was observed 0.77 miles south of your residence at an approximate altitude of 7,600', based on available Federal Aviation Administration (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 approximately 3.5 miles southeast of your residence at Santa Monica Airport (SMO), at or above 7,000'. These aircraft may fly over your area at average altitudes of 7,500' or above as they approach the SMO VOR. Once the aircraft reach the SMO VOR they continue to descend eastbound and make a U-turn at or past the 110 freeway to join the final approach. This standard arrival procedure has been in place for over 30 years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/1/15	4:15 pm	10/30/15	2:48 am	Hawthorne	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) maintained LAX air traffic in Westerly Operations from midnight to 6:30 a.m. due to wind. 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 Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. 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 a 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.
11/1/15	5:09 pm	11/1/15	4:44 pm	Monterey Park	Loud noise	The loud noise you experienced may be due to a Boeing 777 observed following the extended downwind leg of the Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 2,700'. Please note that airports have no jurisdiction over aircraft in flight. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area. 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.
11/1/15	7:24 pm	10/30/15	6:05 am	Los Angeles	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed over your area at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 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 standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. 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.
11/1/15	7:26 pm	10/30/15	7:59 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed over your area at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to LAX arrivals from the north which 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 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 standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/1/15	7:27 pm	11/1/15	6:17 am	Los Angeles	Loud noise	There were no LAX operations observed over your area at the reported time of 6:17 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to LAX arrivals from the north which 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 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 standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. 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.
11/1/15	7:29 pm	10/31/15	3:40 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area 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 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 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 standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. 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.
11/1/15	7:30 pm	11/1/15	10:48 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 on the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX was observed over your area at an approximate altitude of 7,300'. 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 may fly over your area as they begin their descent heading east to make a U-turn at or past the 110 freeway for final approach. This standard 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. *
11/1/15	7:43 pm	11/1/15	7:43 pm	Monterey Park	Loud noise	At the reported time a Boeing 747 was observed flying on the extended downwind leg of the standard arrival route to LAX. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
11/1/15	7:53 pm	11/1/15	7:53 pm	Monterey Park	Loud noise	At the reported time a Boeing 712 was observed flying on the extended downwind leg of the standard arrival route to LAX. This aircraft flew 0.6 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/1/15	8:04 pm	11/1/15	8:04 pm	Monterey Park	Loud noise	At the reported time a regional jet was observed flying on the extended downwind leg of the standard arrival route to LAX. This aircraft flew over your residence at an approximate altitude of 2,900' based on available Federal Aviation Administration (FAA) radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
11/2/15	1:57 am	11/2/15	1:34 am	Los Angeles	Loud noise	At the reported time a McDonald Douglas MD11 on arrival to LAX executed a Federal Aviation Administration (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. In addition, on the reported morning, the FAA ATC transitioned LAX air traffic to Westerly Operations at 1:25 a.m. due to weather. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. 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.
11/2/15	11:32 am	11/2/15	11:27 am	Culver City	Loud noise	At the reported time of 11:28 a.m., an Airbus 380 on arrival to LAX was observed 0.75 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 are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 a major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/2/15	12:27 pm	11/2/15	3:29 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,500', 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 and returned to Westerly Operations at 1:25 a.m. due to weather. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north 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. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to Over Ocean Operations (OOO). 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 over 30 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 a major emphasis on safety.
11/2/15	2:25 pm	10/31/15	6:59 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.62 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 a major emphasis on safety.
11/2/15	2:32 pm	10/31/15	7:21 pm	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.72 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/2/15	2:36 pm	11/2/15	2:10 pm	Los Angeles	Loud noise	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 2:15 p.m., a Boeing 747 on arrival to LAX was observed 0.81 miles north of your residence at an approximate altitude of 7,100'. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time. At times, the FAA ATC may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. These FAA procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
11/2/15	2:36 pm	10/31/15	7:41 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.61 miles north of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with the major emphasis on safety.
11/2/15	2:36 pm	10/31/15	7:33 pm	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.84 miles north of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with the major emphasis on safety.
11/2/15	2:39 pm	10/31/15	7:54 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.68 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with the major emphasis on safety. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/2/15	2:41 pm	11/2/15	2:41 pm	Culver City	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed over your area 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 are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with the major emphasis on safety.
11/2/15	2:42 pm	11/2/15	2:15 pm	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.81 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. This is the same aircraft referenced in your previous complaint submitted on November 2, 2015 at 2:36 p.m. 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.
11/2/15	2:44 pm	11/2/15	2:25 pm	Monterey Park	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.65 miles west of your residence at an approximate altitude of 2,600', 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. *
11/2/15	2:44 pm	11/2/15	7:00 am	Downey	Loud noise	Aircraft arriving into LAX from the south are vectored by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base. As they cross over the VOR, aircraft begin their descent towards LAX. The FAA ATC may issue turns at a 45 degree angle to enter the final approach pattern; when this happens aircraft may fly over the Downey area. Aircraft executing the same procedure will have a natural spread where they fly over the ground. This is a standard procedure used to sequence aircraft with appropriate separation to ensure a safe landing. 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 all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/2/15	7:16 pm	11/2/15	7:09 pm	Culver City	Loud noise	At the reported time, a Bombardier Challenger 300 on arrival to LAX was observed 0.73 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with a 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.
11/3/15	8:18 am	11/3/15	5:10 am	Culver City	Low flying	At 5:08 a.m. on the reported morning, an Boeing 757 on arrival to LAX was observed over your residence at an approximate altitude of 5,100' 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 Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north 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. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO. 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 over 30 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 a major emphasis on safety.
11/3/15	9:38 am	11/3/15	9:02 am	La Habra Heights	Low flying	At the reported time, there were no LAX operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. The nearest operation to your residence was a Boeing 777 LAX arrival which was observed 2.18 miles north of your residence at 9:01 a.m. at an approximate altitude of 6,300'. This aircraft was following published FAA arrival procedures for LAX. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/3/15	10:31 am	11/3/15	10:31 am	Lakewood	Overflight	At the reported time, a Boeing 777 on arrival to LAX was observed 2 miles east of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south which are given a heading by the FAA to fly to the Seal Beach VOR (a fixed navigational point) and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. 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.
11/3/15	10:44 am	11/3/15	10:18 am	Los Angeles	Too frequent	At the reported time, no LAX operations were observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. A General Aviation (GA) single propeller aircraft Cessna 400 was observed 0.3 miles northeast of your residence at an approximate altitude of 4,000'. This aircraft originated at Long Beach Airport (LGB) and was not associated with LAX operations. For more information please contact LGB at (562) 570 2665. The Santa Monica Mountain National Recreation Area is subject to aircraft arriving to LAX from the north and west which 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 are flying on Federal Airways established by the FAA. 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 to LAX. This standard FAA arrival procedure has been in place for over 30 years. Your area is also subject to numerous overflights by jet and GA aircraft operating in and out of various airports which are unrelated to LAX operations. No new flight pattern has been observed in your area or over the Santa Monica Recreation Area as of the date you contacted us, based on available FAA radar flight track data. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, airports do not have jurisdiction over aircraft in flight 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 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 atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/3/15	10:47 am	11/3/15	5:07 am	Los Angeles	Too frequent	At 5:21 a.m. on the reported morning, a Boeing 737 on arrival to LAX was observed 0.82 miles northeast of your residence at an approximate altitude of 8,500', based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft received instructions from the FAA Air Traffic Control (ATC) to fly direct from the Fillmore (FIM) VOR, a fixed navigational point located northwest of your residence in Fillmore, CA, to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO). On the reported morning between midnight and 6:30 a.m., the FAA ATC deviated from Over Ocean Operations (OOO) and maintained Westerly Operations (West Ops) due to wind conditions. West Ops is the usual traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft land from the east and depart to the west due to prevailing westerly winds. During West Ops, aircraft arriving from the north fly south towards the shoreline near the Santa Monica Mountains National Recreation Area before turning east to proceed to the SMO VOR, at or above 7,000' MSL. The majority of these aircraft from the north are usually observed over the ocean approximately 1.5 miles or more south of your residence, and after reaching the SMO VOR continue descending eastbound to make a U-turn at or past the 110 freeway for final approach to LAX. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA ATC to the SMO VOR, at or above 8,000' MSL, and proceed westbound over the ocean. These aircraft from the east are usually observed approximately 3 miles south of your residence as they continue westbound over the ocean to make a U-turn south for final approach. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA ATC may deviate from these procedures to accommodate air traffic flow and to ensure aircraft safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar. 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.
11/3/15	11:15 am	11/3/15	11:15 am	Lakewood	Overflight	There were no LAX operations over your area at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Challenger CL30 en route to Santa Monica Airport (SMO) was observed 1 mile east of your residence at an approximate altitude of 8,000'. This aircraft was not associated with LAX operations. For more information regarding this operation, please contact the SMO noise office at 310-458-8692. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/3/15	1:53 pm	11/2/15	11:00 am	Los Angeles	Loud noise	On the reported morning, at 1:25 a.m. and 3:28 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) instructed two LAX arrival aircraft from the north to fly direct towards the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO). The first was an MD11 observed 0.5 miles south of your area at an approximate altitude of 9,400'. The second was a B747 flying 0.4 miles north of your area at an approximate altitude of 8,900'. On the reported morning between 12:25 a.m. and 6:30 a.m., the FAA ATC deviated from Over Ocean Operations (OOO), the usual nighttime traffic pattern, and maintained Westerly Operations (West Ops) due to Instrument Landing System (ILS) outage and weather conditions. West Ops is the daytime traffic pattern used at LAX (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. These aircraft may fly over a wide area as they continue eastbound to approach the SMO VOR and some may fly over your area at altitudes above 7,000'. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO 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. These aircraft are usually observed approximately 3 miles south of your residence as they continue westbound to make a U-turn south for final approach. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from these procedures to accommodate air traffic flow and to ensure aircraft safety. These procedures have been in place for over 30 years. To view a graphical depiction of aircraft traffic flow, please visit www.lawa.org and type "aircraft traffic flow" in the search bar. 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.
11/3/15	3:14 pm	11/3/15	2:36 am	Culver City	Loud noise	At the reported time, a Boeing 777 cargo operation on arrival to LAX was observed 0.22 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, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations (West Ops). West Ops is the daytime traffic pattern used at LAX (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During West Ops, aircraft arriving to LAX from the north or west are vectored by the FAA to the SMO VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at the 110 freeway for final approach. 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. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from these procedures to accommodate air traffic flow and to ensure aircraft safety. These procedures have 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/3/15	3:21 pm	11/3/15	3:21 pm	Lakewood	Overflight	At 3:19 p.m. on the reported day, an Embraer 170 on arrival to LAX was observed 1.1 miles east of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south which are given a heading by the FAA to fly to the Seal Beach VOR (a fixed navigational point) and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. 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.
11/3/15	3:33 pm	11/3/15	3:33 pm	Lakewood	Overflight	At the reported time, a Boeing 777 on arrival to LAX was observed 1.1 miles east of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south which are given a heading by the FAA to fly to the Seal Beach VOR (a fixed navigational point) and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. 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.
11/3/15	3:43 pm	11/3/15	3:43 pm	Lakewood	Overflight	At the reported time, a Boeing 717 on arrival to LAX was observed 2 miles east of your residence at an approximate altitude of 5,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south which are given a heading by the FAA to fly to the Seal Beach VOR (a fixed navigational point) and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. 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. *
11/3/15	8:00 pm	11/3/15	7:55 pm	Torrance	Low flying	At the reported time, there were several aircraft observed overflying the Palos Verdes Peninsula. These aircraft were instructed by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to fly heading 090 after departure due to a weather cell south of the Palos Verdes Peninsula. At the reported time, an MD11 flew 2.4 miles south of your residence at an approximate altitude of 11,500'. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/3/15	8:02 pm	11/3/15	7:57 pm	Torrance	Low flying	At the reported time, a Boeing 717 was observed 0.37 miles south of your residence at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) instructed this and several other aircraft to fly over the Palos Verdes Peninsula to avoid a lingering weather cell to the south of the Peninsula. The FAA ATC may issue altitude and heading instructions to accommodate air traffic flow or for aircraft safety and it is at their discretion. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
11/3/15	8:38 pm	11/2/15	4:48 am	Los Angeles	Low flying	During the reported time period, between 4:48 a.m. and 5:10 a.m. on November 2nd, five LAX arrival aircraft were observed north of your residence at altitudes between 6,200' and 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 and transitioned LAX air traffic flow to Westerly Operations at 1:25 a.m. due to weather. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 1.5 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 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 Over Ocean Operations (OOO). 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 over 30 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 a major emphasis on safety.
11/3/15	11:50 pm	11/3/15	11:10 pm	Manhattan Beach	Overflight	The reported aircraft, a United Airlines Boeing 777 and a China Southern Airlines Airbus 380 departed to the east and were observed over your area at 11:11 and 11:44 p.m., respectively. Whenever easterly tail winds are prevalent, heavy aircraft usually request to depart east into the wind for aircraft safety. When this occurs, aircraft will make a U-turn back to the west and may fly near your residence. Airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
11/4/15	7:49 am	11/3/15	11:11 pm	Manhattan Beach	Loud noise	At the reported time, a United Airlines Boeing 777 departed to the east and was observed 0.5 miles south of your residence at an approximate altitude of 2,300', based on available Federal Aviation Administration (FAA) radar flight track data. Whenever easterly tail winds are prevalent, heavy aircraft usually request to depart east into the wind for aircraft safety. When this occurs, aircraft will make a U-turn back to the west and may fly near your residence. 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 a major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/4/15	12:10 pm	11/3/15	11:50 pm	Manhattan Beach	Overflight	This appears to be a duplicate of your previous complaint. The reported aircraft, a United Airlines Boeing 777 and a China Southern Airlines Airbus 380 departed to the east and were observed over your area at 11:11 and 11:44 p.m., respectively. Whenever easterly tail winds are prevalent, heavy aircraft usually request to depart east into the wind for aircraft safety. When this occurs, aircraft will make a U-turn back to the west and may fly near your residence. Airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
11/4/15	12:25 pm	11/4/15	10:46 am	Los Angeles	Loud noise	At the reported time, a Boeing 787 was observed 0.45 miles north 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 in between the two standard arrival routes for aircraft landing at LAX and is subject to numerous arrival aircraft on final approach. These standard arrival routes have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
11/4/15	4:52 pm	11/3/15	8:32 am	Culver City	Loud noise	At 8:32 a.m. on the reported day, an Airbus 380 on arrival to LAX was observed over the Culver City area at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigation 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 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 over 30 years. 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. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency.
11/5/15	3:08 am	11/5/15	2:36 am	Los Angeles	Low flying	On the reported morning a Cathay Pacific Boeing 747 was observed over your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following vector/heading and altitude instructions by the FAA Air Traffic Control (ATC). The FAA ATC may issue altitude and heading instructions at their discretion due to weather or aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/5/15	9:38 am	11/5/15	9:01 am	Los Angeles	Too frequent	Your residence is located in between the two standard arrival routes for aircraft landing at LAX and is subject to numerous arrival aircraft on final approach. These standard arrival routes have been in place for many years. LAX does 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. 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. 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 and cannot be compared to a single aircraft noise event. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please contact Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at : www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.
11/5/15	10:27 am	11/4/15	6:31 pm	La Habra Heights	Low flying	At the reported time, an Airbus 320 was observed 2.28 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 east may fly approximately 2.2 miles north of your residence following published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA may issue different altitude and heading instructions at their discretion for aircraft safety and to accommodate 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.
11/5/15	10:34 am	11/4/15	6:35 pm	La Habra Heights	Overflight	At 6:36 p.m. on the reported day, a Boeing 777 was observed 2.3 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 east may fly approximately 2.2 miles north of your residence following published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA may issue different altitude and heading instructions at their discretion for aircraft safety and to accommodate 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.
11/5/15	5:40 pm	11/5/15	4:56 pm	Los Angeles	Loud noise	At the reported time, an unknown helicopter was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most helicopters operate out of airports other than LAX. LAX does not have jurisdiction over helicopter operations, law enforcement operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System (www.heli-noise-la.com).

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/6/15	5:00 am	11/6/15	4:30 am	Santa Monica	Too frequent	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations (West Ops), between November 6th and November 15th, due to active military airspace west of LAX over the Pacific Ocean. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL, and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. West Ops is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During West Ops, aircraft arriving to LAX from the north are vectored by the FAA to the SMO VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at the 110 freeway for final approach. These FAA arrival procedures have been in place for over 30 years. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
11/6/15	5:02 am	10/6/15	5:00 am	Santa Monica	Loud noise	On the reported day of October 6th, there were no unusual operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. It is possible that the reported noise disturbance occurred on the date your complaint was submitted, November 6th. Between November 6th and November 15th, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations (West Ops) due to military activity over the Pacific Ocean. West Ops is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During West Ops, aircraft arriving to LAX from the north or west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly over your area at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) during which 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. 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 over 30 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 a major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/6/15	1:55 pm	11/6/15	1:10 pm	Los Angeles	Helicopter operations	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 1:06 p.m., a helicopter en route to Santa Monica Airport (SMO) was observed 0.37 miles south of your residence at an approximate altitude of 1,100'. This helicopter was not associated with LAX operations. General aviation 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). Please note that helicopters 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 activities with the major emphasis on safety.
11/6/15	2:33 pm	11/6/15	1:55 pm	Los Angeles	Helicopter operations	At 1:57 p.m. on the reported day, an unknown helicopter operation was observed over your area at an approximate altitude of 600' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most helicopters operate out of airports other than LAX. Most general aviation 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). Helicopters 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 activities. This includes altitudes and direction of flight with the major emphasis on safety. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System (www.heli-noise-la.com).
11/7/15	10:24 am	11/7/15	10:23 am	Culver City	Low flying	At 10:21 a.m. on the reported morning, a Boeing 777 was observed over residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 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 continue their descent eastbound to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 a major emphasis on safety.
11/7/15	2:48 pm	11/7/15	9:31 am	Los Angeles	Low flying	There were no helicopter operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 9:30 a.m., a Dassault Falcon 2000 jet en route to LAX was observed 0.97 miles east of your residence at an approximate altitude of 3,800'. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under Visual Flight Rules may fly at their discretion following FAA regulations. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/7/15	3:00 pm	11/7/15	11:47 am	Los Angeles	Loud noise	At the reported time, there were no helicopter operations observed in your area, based on available Federal Aviation Administration (FAA) radar flight track data; however, a Cessna 172 was observed 0.37 miles east of your residence at an approximate altitude of 1,900'. This was a Santa Monica Airport (SMO) operation and was not associated with LAX operations. For more information, 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. *
11/7/15	5:10 pm	11/7/15	4:34 pm	La Habra Heights	Loud noise	At 4:45 p.m. on the reported day, a Boeing 757 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. The FAA Air Traffic Control (ATC) instructed the pilot of this aircraft to fly heading 220 degrees, which resulted in this aircraft flying towards the south, and then instructed the pilot to fly heading 300 degrees, which resulted in the aircraft flying towards the north to align with the final approach course. The FAA ATC may sometimes issue different altitude and heading instructions for sequencing, to maintain aircraft separation to allow enough spacing between two arriving aircraft. When this occurs near your area, you may notice aircraft closer to your residence than usual. Please note, LAX does 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.
11/7/15	5:53 pm	11/7/15	2:00 pm	Culver City	Low flying	We were unable to confirm the reported airship operation based on available Federal Aviation Administration (FAA) radar flight track data. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Blimps/airships do not operate out of LAX. Please note, LAX does 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.
11/7/15	11:45 pm	11/7/15	11:42 pm	Culver City	Overflight	At the reported time, a Boeing 747 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,200' based on Federal Aviation Administration (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' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area before making a U-turn at or past the 110 freeway for final approach and some may fly over your area. This arrival procedure has been in existence for over 30 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/9/15	5:51 pm	11/9/15	4:20 pm	Redondo Beach	Loud noise	At 4:22 p.m., an unknown helicopter operation was observed over the Redondo Beach area at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. Most general aviation 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). LAX does 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.
11/9/15	6:52 pm	11/9/15	1:09 pm	Unknown	Helicopter operations	Insufficient information, unable to investigate
11/9/15	10:57 pm	11/9/15	10:06 pm	La Habra Heights	Low flying	At the reported time, a Boeing 757 arriving to LAX was observed 1.6 miles west of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an "S" turn as it entered the LAX arrival pattern from the south. The FAA Air Traffic Control (ATC) issues an "S" turn maneuver as a method to increase separation between aircraft and allow the aircraft to enter its arriving sequence at a lower speed. 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. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/10/15	5:32 am	11/10/15	4:59 am	Los Angeles	Loud noise	At 4:57 a.m. on the reported date, an Airbus 330 on arrival to LAX was observed 0.67 miles south of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your area is subject to aircraft arriving to LAX from the west or north which 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 descend toward the east to make a U-turn at or past the 110 freeway and may be observed in your area at altitudes somewhat lower than 7,000', since your residence is located 1.5 miles northeast of the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein LAX arrivals from the east are vectored by the FAA ATC to the SMO VOR, at or above 8,000' MSL. These aircraft may fly westbound over your residence at altitudes above 8,000'. These FAA arrival procedures have been in place for over 30 years. 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 usual transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. From November 6th thru November 15th, the FAA ATC deviated from OOO and maintained LAX air traffic in Westerly Operations due to active military airspace over the Pacific Ocean. 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 a major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information on this FAA project at Los Angeles World Airports (LAWA) website, www.lawa.org, by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/10/15	5:34 am	11/10/15	5:01 am	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.9 miles south of your residence at an approximate altitude of 6,500', based on available Federal Aviation Administration (FAA) radar flight track data. Between November 6th and November 15th, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations due military activity over the Pacific Ocean. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO when weather conditions allow and navigation equipment are within acceptable range. 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 wet due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue eastbound before making a U turn at or past the 110 freeway for final approach. The reported aircraft deviated from the usual arrival pattern as it was following vector/heading and altitude instructions issued by the FAA Air Traffic Control (ATC). These standard arrival procedures for LAX have been in place for over 30 years. The FAA may deviate from these procedures due to weather or for sequencing, to ensure aircraft safety. 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.
11/10/15	5:34 am	11/10/15	4:59 am	Los Angeles	Loud noise	At 4:58 a.m. on the reported morning, an Airbus 330 on arrival to LAX was observed 0.43 miles south of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Between November 6th and November 15th, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic in Westerly Operations due to military activity over the Pacific Ocean. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue descending eastbound before making 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 to the SMO VOR at or above 8,000' MSL, therefore, during the time period from midnight to 6:30 a.m. they are usually at altitudes above 8,000' in your area. 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. The deviation from OOO mentioned above was temporary and LAX air traffic flow is back to standard operations. However, the FAA may deviate from this procedure at their discretion to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 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 a major emphasis on safety. 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/10/15	6:49 am	11/9/15	9:55 pm	Redondo Beach	Loud noise	An unidentified helicopter was observed 0.2 miles west of your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter flew at an approximate altitude of 900' near your area. LAX has no jurisdiction over helicopter operations or aircraft in flight. Most helicopters operate out of airports other than LAX. 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. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com.
11/10/15	12:50 pm	11/10/15	12:16 pm	Unknown	Helicopter operations	Insufficient information provided; unable to investigate.
11/10/15	1:16 pm	11/10/15	1:15 pm	El Segundo	Low flying	At the reported time, an Alaska Airlines Boeing 737 initiated an early turn and was observed over your area at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. The operator of this aircraft has been contacted regarding this early turn.
11/10/15	4:33 pm	11/10/15	4:00 pm	Los Angeles	Overflight	Aircraft arriving to LAX from the north or west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located approximately 1.5 miles southwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. 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 may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/10/15	5:13 pm	11/10/15	4:31 pm	La Habra Heights	Low flying	Based on available Federal Aviation Administration (FAA) radar flight track data, there were no LAX operations over your area at the reported time. At 4:22 p.m., a Cessna 182 General Aviation (GA) propeller aircraft was observed 0.7 miles south of your residence at an approximate altitude of 4,000', flying westbound. This GA operation was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information please contact HHR at (310) 349-1635. 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 aircraft 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.
11/10/15	9:27 pm	11/10/15	9:25 pm	Santa Monica	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 general aviation Falcon 900 jet en route to Santa Monica Airport (SMO) from Boston Logan Airport (BOS) flew near your residence at an approximate altitude of 1,900', heading westbound to turn for final approach over the ocean. For more information regarding this flight, please contact SMO at 310-458-8692. 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.
11/10/15	9:44 pm	11/10/15	9:35 pm	Santa Monica	Loud noise	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. An unknown General Aviation (GA) aircraft that departed from Santa Monica Airport (SMO) and was observed 0.25 miles from your residence at an approximate altitude of 900'. 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). Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 miles southeast of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at average altitudes of 7,500' or above as they approach the SMO VOR. Once the aircraft reach the SMO VOR they continue to descend eastbound and make a U-turn at or past the 110 freeway to join the final approach. This standard arrival procedure has been in place for over 30 years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
11/11/15	5:39 am	11/11/15	5:30 am	Manhattan Beach	Loud noise	No LAX operations were observed near your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. A General Aviation (GA) Beechcraft BE58 twin propeller departed from Hawthorne Municipal Airport (HHR) and flew 0.14 miles west of your residence at an approximate altitude of 2,800'. Please contact HHR at (310) 349-1635 for more information regarding this operation. 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 all aviation activities with the major emphasis on safety. The loud noise you observed was not related to the active military airspace over the pacific ocean.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/11/15	1:47 pm	11/10/15	10:24 pm	Santa Monica	Loud noise	There were no aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 10:13 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed 1.24 miles south of your residence at an approximate altitude of 8,600'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This FAA arrival procedure has been in place for over 30 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 with a major emphasis on safety.
11/11/15	4:04 pm	11/11/15	8:12 am	Unknown	Loud noise	Insufficient information provided, unable to investigate.
11/11/15	4:08 pm	11/11/15	8:13 am	Unknown	Loud noise	Insufficient information provided, unable to investigate.
11/11/15	4:13 pm	11/11/15	8:16 am	Unknown	Loud noise	Insufficient information provided; unable to investigate. *
11/12/15	2:53 pm	11/12/15	2:08 pm	Redondo Beach	Overflight	At the reported time, an unknown general aviation aircraft was observed 0.3 miles north of your residence at an approximate altitude of 1,100', 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 regarding this operation. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft 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.
11/12/15	4:10 pm	11/12/15	3:08 pm	Redondo Beach	Loud noise	At the reported time, an unknown general aviation aircraft was observed 0.3 miles north of your residence at an approximate altitude of 800', based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. Please contact HHR at (310) 349-1635 for more information regarding this operation. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/12/15	6:48 pm	11/12/15	6:02 pm	Santa Monica	Other	The Federal Aviation Administration (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 mid-2016. You may find more information on this FAA project at Los Angeles World Airports (LAWA) website, www.lawa.org, by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures. 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. This includes altitude and direction of flight with the major emphasis on safety.
11/14/15	10:13 am	11/14/15	9:27 am	Los Angeles	Overflight	At the reported time, a Virgin America Airbus A320 executed a Federal Aviation Administration (FAA)-initiated go-around due to previous arrival traffic still on the runway and was observed 0.3 miles south of your residence at an approximate altitude of 1,600'. 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, LAX does 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.
11/14/15	12:02 pm	11/14/15	11:01 am	La Habra Heights	Low flying	Based on available Federal Aviation Administration (FAA) flight track radar data there were no LAX operations within 2 miles of your residence at the reported time. At 10:53 a.m., a general aviation (GA) Commander 500 twin propeller aircraft en route to Torrance Airport (TOA) from Chino Airport (CNO) flew 0.3 miles north of your residence at an approximate altitude of 2,600'. This aircraft was not associated with LAX operations. 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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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/15/15	7:56 am	11/14/15	11:00 pm	Culver City	Loud noise	On the reported date, between 11:00 p.m. and midnight, six LAX arrival aircraft flying on published Federal Aviation Administration (FAA) arrival procedures for LAX were observed flying over your area. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your area is subject to aircraft arriving to LAX from the west or north which 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 descend toward the east to make a U-turn at or past the 110 freeway and may be observed in your area at altitudes somewhat lower than 7,000', since your residence is located 1.65 miles east of the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein LAX arrivals from the east are vectored by the FAA ATC to the SMO VOR, at or above 8,000' MSL. These aircraft may fly westbound over your residence at altitudes above 8,000'. These FAA arrival procedures have been in place for over 30 years. 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 usual transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Between November 6th and November 15th, the FAA ATC deviated from OOO and maintained LAX air traffic in Westerly Operations due to active military airspace over the Pacific Ocean. 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 a major emphasis on safety. We work closely with our vendor to ensure that WebTrak is up and running and we are unaware of any problems with the WebTrak noise complaint form on November 14th. If you were/are unable to enter the correct disturbance event time, you can provide detailed event time information in the comments section of the noise complaint form.
11/15/15	9:53 am	11/15/15	9:48 am	Hermosa Beach	Low flying	Based on available Federal Aviation Administration (FAA) radar flight track data, no LAX operations were observed over your area at the reported time. At 9:47 a.m., an unknown General Aviation (GA) aircraft from Hawthorne Municipal Airport (HHR) was observed 2 miles east of your residence at an approximate altitude of 1,100'. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, 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.
11/15/15	5:16 pm	11/15/15	5:00 pm	Culver City	Loud noise	At the reported time, a regional jet was observed 0.8 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 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 continue their descent eastbound to make a U-turn at or past the 110 freeway for final approach, and some may fly near your area. This standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. These aircraft are flying on Federal Airways established by the FAA. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/15/15	6:24 pm	11/15/15	5:12 pm	Culver City	Loud noise	An Airbus 319 was observed following the downwind leg to 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 6,800'. No unusual activity was observed. 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 all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. *
11/16/15	11:32 am	11/16/15	8:55 am	Redondo Beach	Loud noise	At the reported time, two unknown general aviation aircraft were observed over the Redondo Beach area at an approximate altitude of 900' and 1,000', based on available Federal Aviation Administration (FAA) radar flight track data. These aircraft were not associated with LAX operations. Most general aviation 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). LAX does 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. *
11/16/15	3:40 pm	11/16/15	3:20 pm	El Segundo	Helicopter operations	On the reported day, an unknown helicopter operation was observed over the El Segundo area between 3:28 p.m. and 4:00 p.m. This helicopter flew over your residence at an approximate altitude of 1,500' at 3:53 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Most helicopters operate out of airports other than LAX. LAX has no jurisdiction over helicopter operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System (www.heli-noise-la.com).
11/16/15	5:25 pm	11/16/15	5:00 pm	El Segundo	Low flying	On the reported day at 5:25 p.m. an unknown helicopter 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. This helicopter was operating out of Van Nuys Airport and was not associated with LAX operations. For more information, please contact VNY using the Noise Complaint phone line at 800-560-0010 or via WebTrak at: http://ems02.bksv.com/webtrak/vny4. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Most helicopters operate out of airports other than LAX. LAX has no jurisdiction over helicopter operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/18/15	8:27 am	11/18/15	6:50 am	Redondo Beach	Too frequent	At the reported time, a Pilatus PC12 aircraft was observed 0.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Hawthorne Airport Municipal Airport (HHR) en route to McLellan-Palomar Airport and was not associated with LAX operations. Please contact HHR at (310) 349-1635 for more information 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.
11/18/15	9:23 am	11/18/15	4:11 am	Torrance	Too frequent	The reported aircraft, a Convair turboprop cargo operation, flew 1.5 miles south of your area at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue. 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.
11/18/15	11:34 pm	11/18/15	10:58 pm	El Segundo	Overflight	At the reported time, a Qantas A380 was on its departure roll on the south outboard runway 25L. In general, as aircraft rotates onto lift off, the back blast directed to the ground may be at the maximum take-off thrust power, which may produce a rippling vibration effect as vortices from the wing tips form when aircraft start flying. This condition may reach hundreds of feet, depending on aircraft size and engine type, as the ripples move farther away from its energy source. Based on the general location information provided, the residence may be 1,300 linear feet south of the departure end of Runway 25L.
11/19/15	4:53 am	11/18/15	4:11 am	Redondo Beach	Too frequent	At the reported time, a Convair turboprop cargo aircraft flew 1.8 miles north of your area at an approximate altitude of 7,000'. This prop departure was consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein propeller 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 and make it seem louder than usual. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/19/15	7:45 am	11/18/15	7:30 pm	Westchester	Loud noise	At the reported time, a China Airlines Boeing 777 executed a Federal Aviation Administration (FAA)-initiated go-around due to a medical emergency landing of another aircraft and was observed 0.42 miles south of your residence at an approximate altitude of 1,700'. 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. This includes altitudes and direction of flight with the major emphasis on safety.
11/19/15	11:50 am	11/19/15	11:14 am	La Habra Heights	Loud noise	At the reported time, an Airbus A321 was observed following the published Federal Aviation Administration (FAA) standard arrival route to LAX. The aircraft flew 2.2 miles north of your residence at an approximate altitude of 6,300'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
11/19/15	6:52 pm	11/19/15	6:28 pm	Los Angeles	Low flying	At the reported time, a General Aviation (GA) Hawker 800 business jet was observed 0.5 miles west of your residence at an approximate altitude of 5,000'. This GA operation originated from Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. Please contact BUR at (818) 840-8840 for more information regarding this operation. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
11/20/15	8:35 am	11/20/15	8:11 am	Unknown	Too frequent	Insufficient information provided, unable to investigate.
11/20/15	8:57 am	11/18/15	4:29 am	Los Angeles	Low flying	Your residence is located approximately 1.6 miles north of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north or west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly south of your area at altitudes below 7,000'. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for over 30 years. We have not noted any changes except an incremental increase since a record low in 2009. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/20/15	9:08 am	11/20/15	8:43 am	Los Angeles	Low flying	At the reported time, a Boeing 737 was observed 1.42 miles south of your residence at an approximate altitude of 4,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north or west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure 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.
11/20/15	9:31 am	11/20/15	9:02 am	Los Angeles	Loud noise	At the reported time, an Embraer E170 was observed following the published Federal Aviation Administration (FAA)-established standard arrival route to LAX. The aircraft was on the downwind leg of the arrival procedure when it was observed 1 mile south of your residence at an approximate altitude of 4,200' just before turning south onto the base leg of the approach. Aircraft arriving to LAX from the north or 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 continue their descent as they head east before making a U-turn at or past the 110 freeway. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across in this area, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for over 30 years. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities with the major emphasis on safety.
11/21/15	5:30 pm	11/21/15	4:58 pm	Inglewood	Too frequent	The single event aircraft noise levels measured at noise monitor DEL1 (just west of your residence) are usually below the values you measured. Maximum noise levels or peaks of 108 dBA are usually measured at locations directly under departure flights that are still at very low altitudes (below 1,000'). Most of the aircraft noise in the Del Aire neighborhood may be attributed to arriving aircraft including reverse engine thrust to slow the aircraft, backblast from departing aircraft at the end of the runway and other ground operations such as taxiing. These activities occur approximately 1 mile north of your residence and the maximum/peak noise levels associated with each single event is usually less than 90 dBA. These measurements are made using the A-weighted sound pressure level (dBA) which emphasizes those frequencies that the human ear is more sensitive to (1 kHz - 4 kHz). Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify aircraft noise and cause it to sound louder further away from the airport.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/22/15	1:09 pm	11/22/15	12:45 pm	La Habra Heights	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.91 miles east of your residence at an approximate altitude of 1,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Fullerton Municipal Airport (FUL) and was not associated with LAX operations. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
11/22/15	4:23 pm	11/22/15	4:17 pm	Culver City	Loud noise	Your residence is located south of the downwind leg of the published 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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent eastbound to make a U-turn at or past the 110 freeway for final approach, and some may fly near your area. This standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. These aircraft are flying on Federal Airways established by the FAA. 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.
11/23/15	12:09 am	11/23/15	12:09 am	Westchester	Loud noise	The loud noise you are observing 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. Please note that LAX has no jurisdiction over 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.
11/23/15	10:00 pm	11/23/15	9:32 pm	El Segundo	Loud noise	At the reported time, a Boeing 747 departed LAX and maintained runway heading based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed on the outboard runway 25L instead of the usual inboard runway. On occasion, the FAA Air Traffic Control will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic. LAX does 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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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/23/15	10:56 pm	11/23/15	10:29 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.3 miles west 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 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 residence at altitudes above 7,000' as they approach the SMO VOR and continue their descent eastbound as they join the final approach pattern to LAX. This published FAA arrival procedure for LAX has been in place for over 30 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.
11/23/15	11:04 pm	11/23/15	10:39 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 was observed 0.4 miles southwest of your residence at an approximate altitude of 7,700' based on available Federal Aviation Administration (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' MSL. These aircraft may fly over your residence at altitudes above 7,000' as they approach the SMO VOR and continue their descent eastbound as they join the final approach pattern to LAX. This published FAA arrival procedure for LAX has been in place for over 30 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. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The proposed FAA Southern California (SoCal) Metroplex project, which, when implemented, will result in changes as to where and how aircraft fly, may affect your area. FAA SoCal Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar.
11/24/15	6:51 am	11/24/15	3:51 am	Torrance	Too frequent	At the reported time, a Convair turboprop cargo aircraft flew 3.7 miles south of your area at an approximate altitude of 7,600'. This prop departure was consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein propeller 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 all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/24/15	7:09 am	11/24/15	3:50 am	Redondo Beach	Too frequent	At the reported time, a Convair turboprop cargo aircraft flew 3.5 miles south of your area at an approximate altitude of 7,600'. This prop departure was consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein propeller 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 all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
11/24/15	8:55 am	11/24/15	1:45 am	Culver City	Loud noise	On the reported morning at 1:30 a.m., a Boeing 747 was observed over your area at an approximate altitude of 5,300', based on available Federal Aviation Administration (FAA) radar flight track data. This arrival from the north was cleared by the FAA Air Traffic Control (ATC) to arrive to LAX following standard daytime Westerly Operations arrival procedures. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to Over Ocean Operations (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 ATC 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 as they approach the SMO VOR and continue to descend heading west to make a U-turn south over the ocean for final approach. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north are vectored by the FAA ATC to the SMO VOR, at or above 7,000' MSL. Once they reach 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. These published FAA arrival procedures for LAX have been in place for over 30 years. The FAA ATC may deviate from these procedures to due to weather, aircraft safety requirements, or to accommodate air traffic flow, and it is at their discretion. 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.
11/24/15	9:29 am	11/24/15	3:50 am	Redondo Beach	Loud noise	At the reported time, a Convair turboprop cargo aircraft flew 4 miles south of your area at an approximate altitude of 7,200'. This prop departure was consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein propeller 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 and make it seem louder than usual. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/24/15	9:38 am	11/24/15	6:22 am	Hermosa Beach	Too frequent	At the reported time, a Pilatus PC12 aircraft was observed over your area at an approximate altitude of 3,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Hawthorne Airport Municipal Airport (HHR) en route to McLellan-Palomar Airport (CRQ) and was not associated with LAX operations. Please contact HHR at (310) 349-1635 for more information 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.
11/24/15	9:30 pm	11/24/15	9:22 pm	Whittier	Low flying	The reported aircraft, a Kalitta Air Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 3,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. It is unusual for aircraft to fly this far east before turning west to join the final leg of the standard arrival route; however, the FAA Air Traffic Control may instruct aircraft to fly further east than usual and/or to fly at lower altitudes to accommodate air traffic flow and spacing. 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.
11/24/15	11:52 pm	11/24/15	11:48 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 1.1 miles north of your residence at an approximate altitude of 6,200' 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. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east before making 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. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/25/15	9:38 am	11/25/15	8:58 am	Los Angeles	Overflight	At 8:54 a.m., an Airbus 380 was observed 0.25 miles north of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. Your residence is also subject to aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 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.
11/25/15	9:38 am	11/25/15	8:57 am	Los Angeles	Low flying	At 8:54 a.m. on the reported day, an Airbus 380 was observed 0.25 miles north of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. Your residence is also subject to aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/25/15	10:59 am	11/25/15	4:48 am	Culver City	Loud noise	Between 4:30 a.m. and 6:00 a.m. on the reported morning, six LAX arrival aircraft were observed flying westbound over your area at altitudes above 7,800' based on available Federal Aviation Administration (FAA) radar flight track data. 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' MSL. Once they reach the SMO VOR, aircraft continue their descent heading west and make a U-turn south over the ocean 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. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
11/26/15	7:34 am	11/26/15	7:33 am	Culver City	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA Air Traffic Control 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, 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 over 30 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 all aviation activity with the major emphasis on safety.
11/26/15	8:30 am	11/25/15	2:12 pm	Los Angeles	Low flying	At the reported time, an unknown General Aviation (GA) aircraft was observed over your area at an approximate altitude of 1,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Chino Airport (CNO) and was not associated with LAX operations. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. 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. For safety concerns about low flying aircraft, please contact the FAA at www.faa.gov and type "low flying aircraft" in the search bar.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/26/15	1:17 pm	11/26/15	3:30 am	Culver City	Loud noise	At 3:37 a.m. on the reported morning, a Boeing 767 on arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 8,000' 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 south or 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. Once they reach the SMO VOR, aircraft continue to descend heading west to make a U-turn south over the ocean for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. 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 may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. For specific concerns or complaints that cannot be answered or addressed by the airport, please contact the FAA Noise Ombudsman by visiting www.faa.gov and entering "Noise Ombudsman" in the search bar. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency.
11/26/15	1:27 pm	11/26/15	1:00 pm	Culver City	Low flying	During Westerly Operations, usually in effect between 6:30 a.m. and midnight, 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. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue eastbound before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic to Over Ocean Operations (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 south or east are vectored by the FAA ATC to the SMO VOR at or above 8,000' MSL. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These published FAA arrival procedures have been in place for over 30 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 a major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/26/15	1:40 pm	11/25/15	2:20 am	Culver City	Loud noise	At the reported time, an MD11 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. On the reported morning, the FAA Air Traffic Control (ATC) maintained LAX air traffic flow in Westerly Operations due to wind conditions. Westerly Operations is the daytime traffic pattern used at LAX wherein aircraft arrive and depart LAX facing west. During Westerly Operations, aircraft arriving to LAX from the north or west are vectored by the FAA ATC to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to Over Ocean Operations (OOO). During OOO aircraft arriving to LAX from the south or east are vectored by the FAA ATC to the SMO VOR at or above 8,000'. After reaching the SMO VOR aircraft continue west to make a U-turn south over the ocean for their final descent to LAX. Aircraft arriving to LAX during OOO 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 over 30 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 a major emphasis on safety.
11/26/15	1:46 pm	11/25/15	3:50 am	Culver City	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed over your area at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) maintained LAX air traffic flow in Westerly Operations due to wind conditions. Westerly Operations is the daytime traffic pattern used at LAX wherein aircraft arrive and depart LAX facing west. During Westerly Operations, aircraft arriving to LAX from the north or west are vectored by the FAA ATC to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to Over Ocean Operations (OOO). During OOO aircraft arriving to LAX from the south or east are vectored by the FAA ATC to the SMO VOR at or above 8,000'. After reaching the SMO VOR aircraft continue west to make a U-turn south over the ocean for their final descent to LAX. Aircraft arriving to LAX during OOO 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 over 30 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 a major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/27/15	3:21 am	11/27/15	2:54 am	Torrance	Too frequent	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 1.6 miles south of your residence at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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.
11/27/15	3:23 am	11/27/15	2:58 am	Redondo Beach	Loud noise	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 1.65 miles south of your residence at an approximate altitude of 8,600' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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.
11/27/15	3:30 am	11/27/15	2:55 am	Torrance	Too frequent	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 1.5 miles south of your residence at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/27/15	3:46 am	11/27/15	2:54 am	Palos Verdes Estates	Loud noise	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 2.53 miles north of your residence at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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.
11/27/15	3:54 am	11/27/15	2:58 am	Los Angeles	Too frequent	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 0.9 miles south of your residence at an approximate altitude of 10,600' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
11/27/15	6:36 am	11/27/15	6:32 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA Air Traffic Control 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, 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 over 30 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 all aviation activity with the major emphasis on safety. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/27/15	8:01 am	11/27/15	2:55 am	Redondo Beach	Too frequent	The reported aircraft, an Ameriflight Embraer 120 cargo operation was observed 2.1 miles south of your residence at an approximate altitude of 8,600' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein propeller 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.
11/27/15	10:49 am	11/27/15	10:49 am	Los Angeles	Overflight	At the reported time, a Boeing 737 was observed 0.7 miles north of your residence at an approximate altitude of 7,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA Air Traffic Control 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, 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 over 30 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 all aviation activity 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.
11/27/15	12:38 pm	11/27/15	11:56 am	La Habra Heights	Loud noise	At the reported time, an unknown general aviation aircraft was observed 2.82 miles west of your residence at an approximate altitude of 3,900'. This aircraft was not associated with LAX operations. There was also an Airbus 320 on arrival to LAX 2.2 miles north of your residence at an approximate altitude of 6,400' following published Federal Aviation Administration (FAA) arrival procedures. 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. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/27/15	5:09 pm	11/27/15	5:05 pm	Pacific Palisades	Overflight	At the reported time, a Boeing 777 on arrival to LAX was observed 1.73 miles south of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (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' MSL. These aircraft may fly over your residence as they approach the SMO VOR and continue their descent eastbound as they join the final approach pattern to LAX. This published FAA arrival procedure for LAX has been in place for over 30 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. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
11/28/15	2:07 pm	11/28/15	1:33 pm	Los Angeles	Loud noise	Aircraft arriving to LAX from the north or west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located approximately 1.5 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 a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place in the present location for over 30 years. 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 may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/28/15	10:05 pm	11/28/15	9:57 pm	Culver City	Low flying	At the reported time, an Airbus 330 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 4,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or 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, some of 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. 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 fog, may amplify aircraft noise and make it seem louder than usual.
11/29/15	10:43 am	11/29/15	10:42 am	Culver City	Overflight	Aircraft arriving to LAX from the north or west 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 (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across over this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA may issue altitude and heading instructions at their discretion for aircraft sequencing or to accommodate 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. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/29/15	1:02 pm	11/28/15	9:00 am	Santa Monica	Overflight	Aircraft arriving to LAX from the north or west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Aircraft may fly over your area 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. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across over this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA may issue altitude and heading instructions at their discretion for aircraft sequencing or to accommodate 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. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. 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 mid-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures.
11/29/15	1:13 pm	11/29/15	12:47 pm	Los Angeles	Low flying	Aircraft arriving to LAX from the north or west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located approximately 1.5 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 a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across over this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. 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 may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. For specific concerns or complaints that cannot be answered or addressed by the airport, please contact the FAA Aviation Noise Ombudsman by visiting www.faa.gov and entering "Noise Ombudsman" in the search bar. This will take you to a link to "Who to Contact if You're Impacted by Aircraft Noise" where you will find contact information for the FAA Noise Ombudsman.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/29/15	1:22 pm	11/29/15	12:55 pm	Los Angeles	Too frequent	Your area is subject to aircraft arriving to LAX from the north or west which are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located approximately 1.5 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 a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across over your area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. 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 may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009.
11/29/15	1:27 pm	11/29/15	1:27 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 at Santa Monica Airport (SMO), at or above 7,000'. Once they reach the SMO VOR, aircraft continue their descent eastbound to make a U-turn at or past the 110 freeway for final approach, and some may fly south of your area. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for over 30 years. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities with the major emphasis on safety.
11/29/15	2:22 pm	11/29/15	2:22 pm	Culver City	Low flying	At 2:20 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport (SMO) at or above 7,000'. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in existence for over 30 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/29/15	5:03 pm	11/29/15	4:20 pm	Los Angeles	Overflight	At the reported time, a Turkish Airlines Boeing 777 executed a Federal Aviation Administration (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. 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 with the major emphasis on safety.
11/29/15	7:50 pm	11/29/15	7:45 pm	Inglewood	Loud noise	At the reported time, a Boeing 737 was observed 0.24 miles south of your residence at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. You residence is located just north of the standard arrival route for aircraft landing to the north runway complex and is subject to numerous arrivals on final approach to 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 activities. This includes altitudes and direction of flight with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. 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 or visit their webpage at: http://cityofinglewood.org/depts/airportnoise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/30/15	10:24 am	11/30/15	3:18 am	Culver City	Loud noise	At 4:36 a.m. on the reported morning, a Boeing 777 was observed 0.6 miles north of your residence at an approximate altitude of 7,000' 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 Westerly Operations due to taxiway and runway closures. 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 ATC 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 to the SMO VOR and continue to descend heading west to make a U-turn south over the ocean for final approach. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north or west are vectored by the FAA ATC to the SMO VOR, at or above 7,000' MSL. Once they reach 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. These published FAA arrival procedures for LAX have been in place for over 30 years. The FAA ATC may deviate from these procedures to due to weather, aircraft safety requirements, or to accommodate air traffic flow, and it is at their discretion. 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.
11/30/15	12:24 pm	11/30/15	12:24 pm	Los Angeles	Overflight	At 12:21 p.m. on the reported day, an Airbus 320 was observed 0.6 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 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 descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual. 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.
11/30/15	1:11 pm	11/30/15	12:39 pm	Westchester	Other	The loud noise you are observing 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. Please note that LAX has no jurisdiction over 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. 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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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
11/30/15	1:23 pm	11/29/15	7:39 pm	Culver City	Loud noise	At the reported time, a Boeing 747 was observed 0.5 miles north of your residence at an approximate altitude of 7,200', based on available Federal Aviation Administration (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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control (ATC) will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
11/30/15	8:15 pm	11/30/15	5:52 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 executed a Federal Aviation Administration (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. 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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