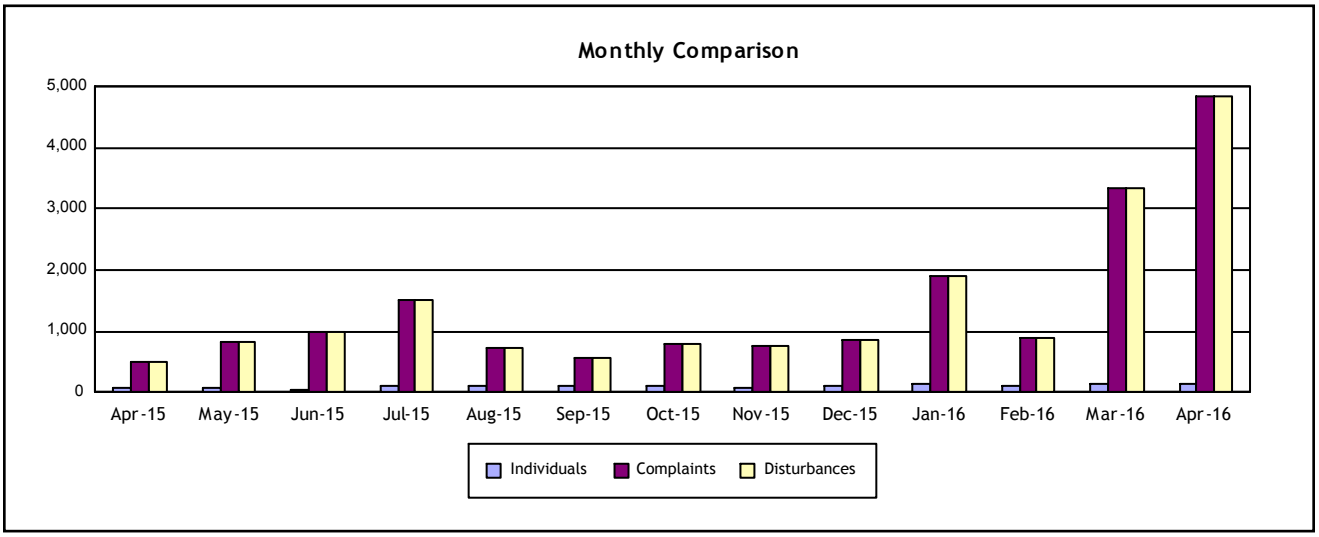
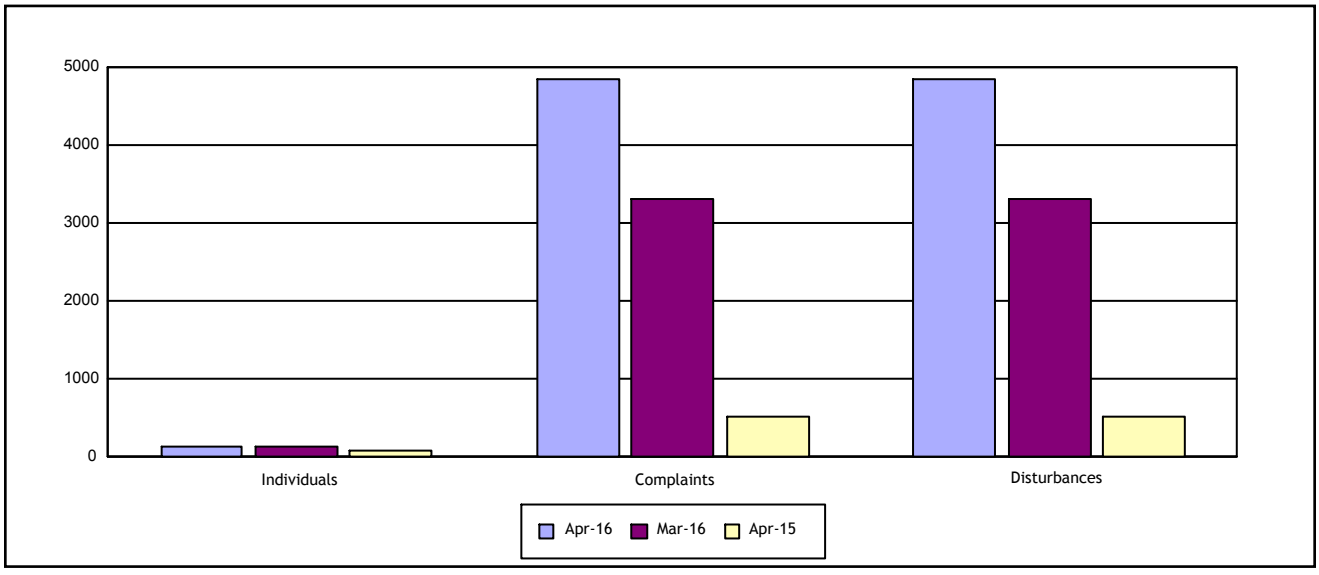
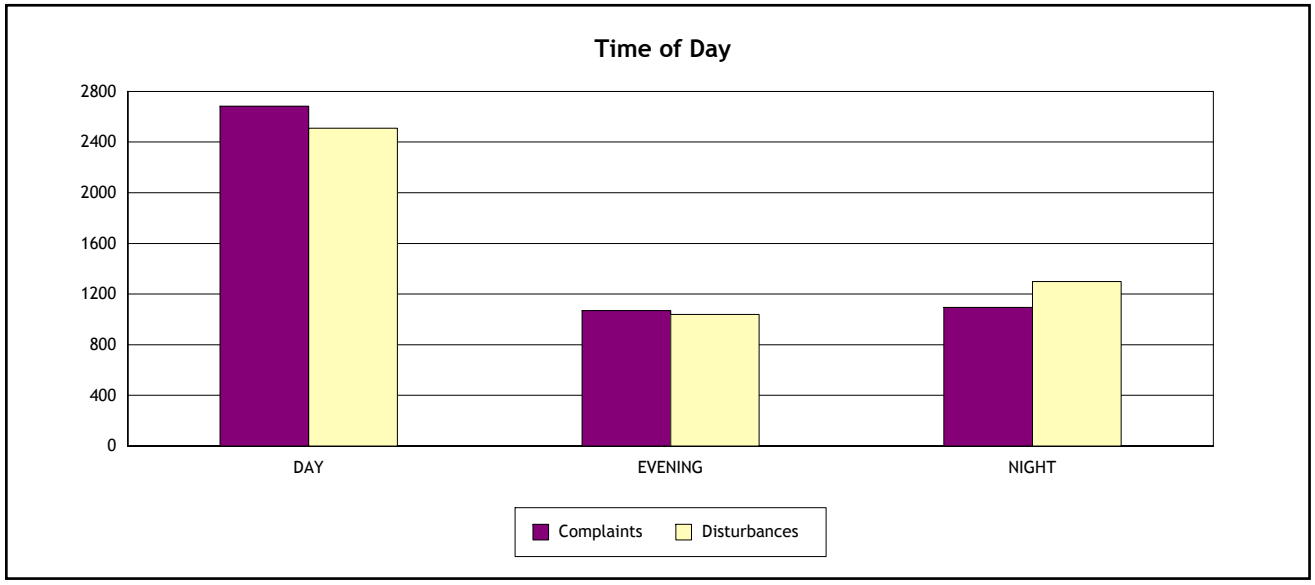
Individuals Submitting Noise Complaints	**137**
Noise Complaints Received	**4,845**
Noise Disturbances Reported	**4,845**

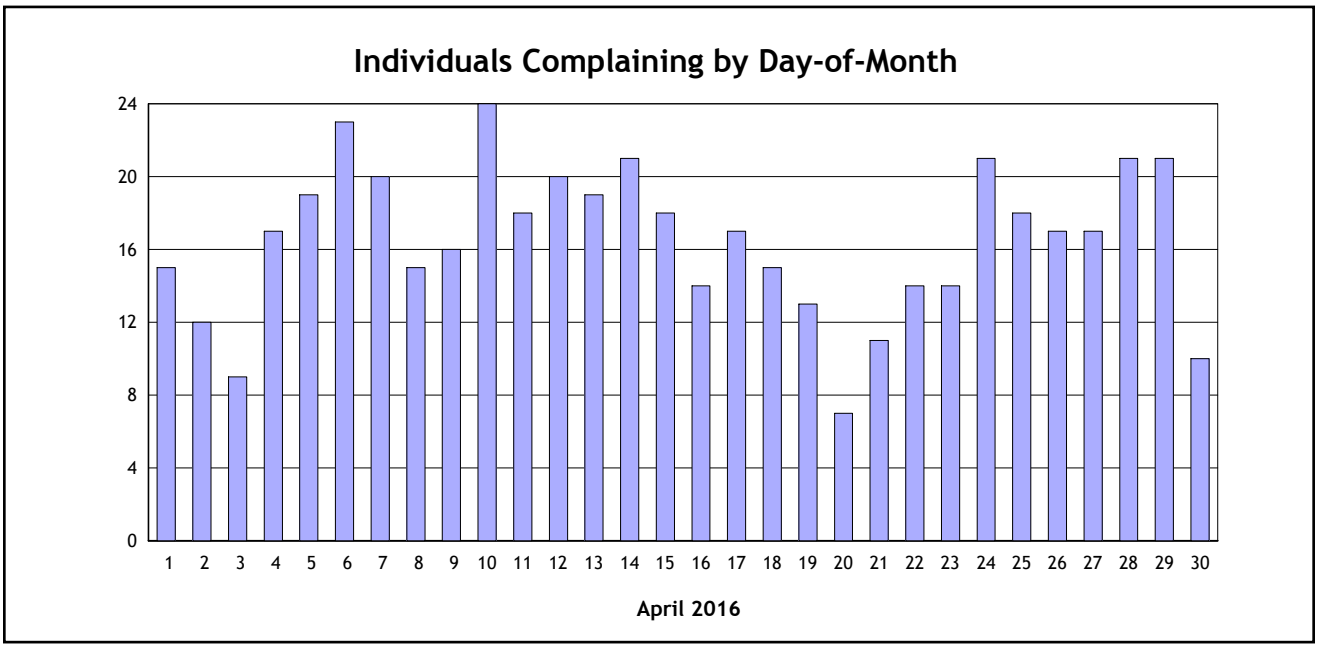


	April 2016	March 2016	% Change	April 2015	% Change
Individuals	137	124	10%	69	99%
Complaints	4,845	3,323	46%	510	850%
Disturbances	4,845	3,323	46%	510	850%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	2,683	1,068	1,094
Disturbances	2,509	1,038	1,298





City	Individuals	Complaints	Percentage of Complaints**
Baldwin Hills	1	1	< 1%
Culver City	37	3805	79%
El Segundo	5	5	< 1%
Hawthorne	3	4	< 1%
Inglewood	11	14	< 1%
La Habra Heights	1	1	< 1%
Lakewood	1	37	< 1%
Long Beach	1	5	< 1%
Los Angeles	40	289	6%
Lynwood	1	1	< 1%
Manhattan Beach	1	1	< 1%
Monterey Park	1	2	< 1%
Pacific Palisades	3	84	2%
Palos Verdes Estates	1	1	< 1%
Playa Del Rey	1	1	< 1%
Rancho Palos Verdes	3	11	< 1%
Redondo Beach	3	19	< 1%
Santa Cruz	1	35	< 1%
Santa Monica	3	172	4%
Simi Valley	1	1	< 1%
Stevenson Ranch	1	43	< 1%
Topanga	1	1	< 1%
Torrance	2	4	< 1%
Unknown	10	19	< 1%
View Park-Windsor Hills	3	7	< 1%
Westchester	1	1	< 1%
Anonymous	NA	281	6%
TOTAL	**137**	**4845**	

Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	1337	28%
*One Individual (Culver City)	599	12%
*One Individual (Culver City)	396	8%
*One Individual (Culver City)	374	8%
*One Individual (Culver City)	290	6%
*One Individual (Anonymous)	281	6%
*One Individual (Culver City)	270	6%
*One Individual (Culver City)	177	4%
*One Individual (Santa Monica)	95	2%
*One Individual (Los Angeles)	94	2%
*One Individual (Culver City)	89	2%
*One Individual (Los Angeles)	84	2%
*One Individual (Pacific Palisades)	79	2%
*One Individual (Santa Monica)	76	2%
*One Individual (Culver City)	62	1%
*One Individual (Culver City)	51	1%
*One Individual (Stevenson Ranch)	43	1%
*One Individual (Los Angeles)	41	1%
*One Individual (Lakewood)	37	1%
*One Individual (Santa Cruz)	35	1%
*One Individual (Culver City)	30	1%
*One Individual (Culver City)	30	1%
*One Individual (Redondo Beach)	17	0%
*One Individual (Culver City)	15	0%
*One Individual (Culver City)	12	0%
*One Individual (Culver City)	10	0%
*One Individual (Los Angeles)	10	0%
*One Individual (Los Angeles)	10	0%
*One Individual (Culver City)	9	0%
*One Individual (Culver City)	8	0%
*One Individual (Unknown)	8	0%
*One Individual (Rancho Palos Verdes)	7	0%
*One Individual (Culver City)	6	0%
Individuals Reporting 2 To 5 Complaints	89	2%

Individuals Reporting One Complaint		74	2%
TOTAL	**Individuals : 137**	**4845**	

0 10 20 30 40 50 60 70 80 90 100

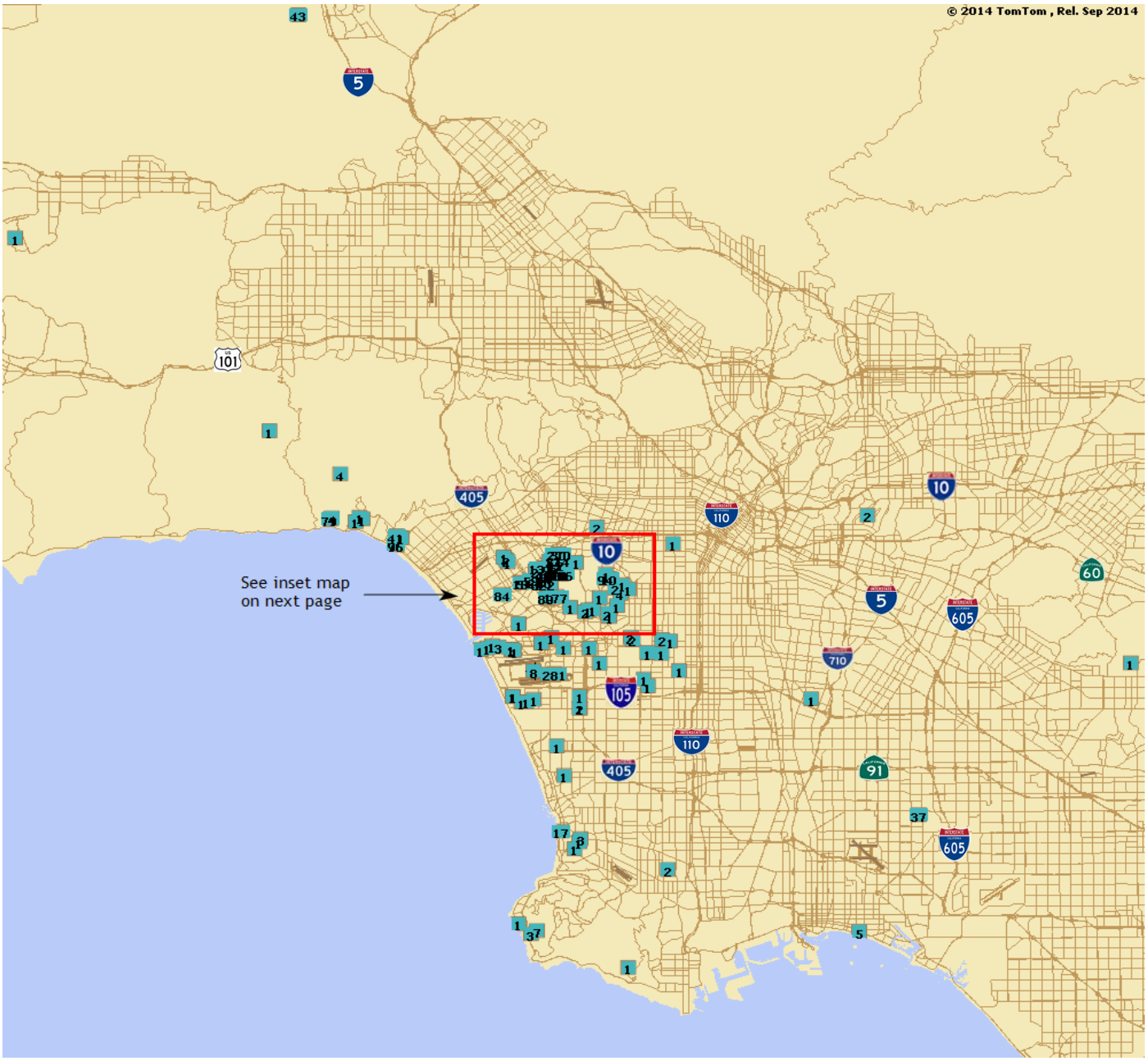
* One individual reporting 6 or more complaints shown by city.
** All percentages are rounded to the nearest whole number.

Aircraft Noise Community Response Report

Complaint Distribution Map

Los Angeles International Airport

Period: April 2016



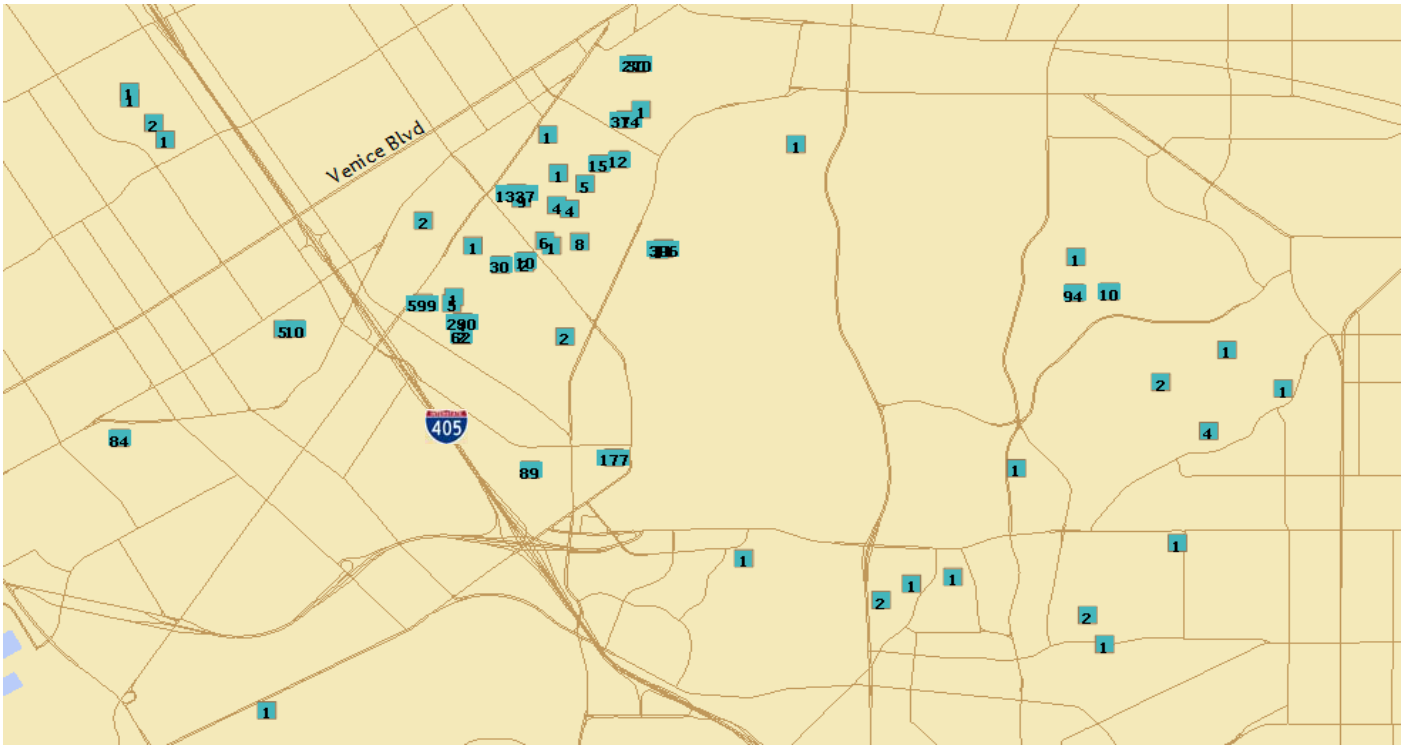
*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

Note: Not included in map are complaints received from Santa Cruz, CA.

Complaint Distribution Map

Los Angeles International Airport

Period: April 2016

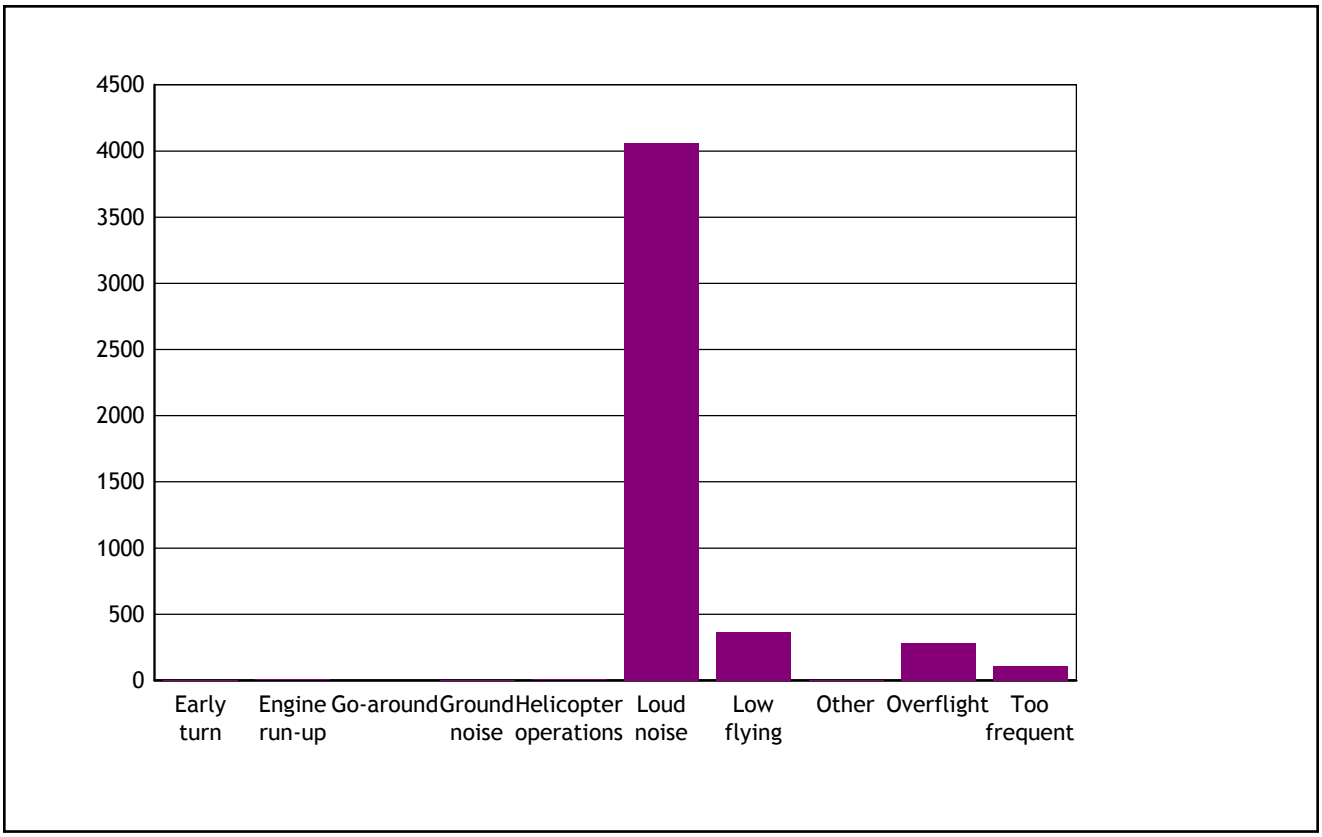


*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

*Type of Disturbance**	*Number of Complaints*
Early turn	4
Engine run-up	8
Go-around	1
Ground noise	4
Helicopter operations	8
Loud noise	4060
Low flying	365
Other	3
Overflight	280
Too frequent	112
TOTAL	**4,845**

*Type of Disturbance**

Number of Complaints



Note: * As reported by complainant.

Aircraft Noise Community Response Report

Operations Receiving Two or More Complaints

Los Angeles International Airport

Period : April 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
04/01/2016	5:55:53	NCA108	B744	25L	Deviation from Over-Ocean Ops	2
04/01/2016	22:41:50	HAL2	A332	24R	Standard Arrival Operation	2
04/05/2016	16:46:56	SWA388	B737	24R	Standard Arrival Operation	2

Note

HAL	HAWAIIAN AIRLINES
NCA	NIPPON CARGO AIRLINES
SWA	SOUTHWEST AIRLINES

LAX Los Angeles World Airports

Deviations from Over-Ocean Operations

(Between Midnight and 0630 Hours)

Los Angeles International Airport

Period : April 2016

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
4/1/2016	04:55:00	06:29:59	01:34:59	West Flow	SoCal TRACON Request
4/2/2016	00:00:00	00:17:59	00:17:59	West Flow	Volume
4/2/2016	06:21:00	06:29:59	00:08:59	West Flow	Westerly Operations Transition
4/3/2016	00:00:00	00:03:59	00:03:59	West Flow	Over Ocean Operations Transition
4/3/2016	04:45:00	06:29:59	01:44:59	West Flow	Fog at the West End
4/4/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
4/5/2016	06:18:00	06:29:59	00:11:59	West Flow	Westerly Operations Transition
4/6/2016	00:00:00	00:03:59	00:03:59	West Flow	Over Ocean Operations Transition
4/7/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Taxiway V Closure
4/8/2016	00:00:00	00:02:59	00:02:59	West Flow	Over Ocean Operations Transition
4/8/2016	06:00:00	06:29:59	00:29:59	West Flow	Westerly Operations Transition
4/11/2016	06:15:00	06:29:59	00:14:59	West Flow	Westerly Operations Transition
4/12/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure and ILS Outage
4/13/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
4/14/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
4/15/2016	00:00:00	06:29:59	06:29:59	West Flow	Winds
4/16/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Construction
4/17/2016	00:00:00	00:03:59	00:03:59	West Flow	Over Ocean Operations Transition
4/17/2016	06:26:00	06:29:59	00:03:59	West Flow	Westerly Operations Transition
4/18/2016	00:00:00	00:04:59	00:04:59	West Flow	Over Ocean Operations Transition
4/18/2016	06:23:00	06:29:59	00:06:59	West Flow	Westerly Operations Transition
4/19/2016	06:22:00	06:29:59	00:07:59	West Flow	Westerly Operations Transition
4/20/2016	06:22:00	06:29:59	00:07:59	West Flow	SoCal TRACON Decision
4/21/2016	00:00:00	00:07:59	00:07:59	West Flow	Over Ocean Operations Transition

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
4/21/2016	06:28:00	06:29:59	00:01:59	West Flow	Westerly Operations Transition
4/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Runway 06L ILS Planned Outage
4/23/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Planned Runway Closure
4/24/2016	06:26:00	06:29:59	00:03:59	West Flow	Westerly Operations Transition
4/25/2016	00:00:00	00:18:59	00:18:59	West Flow	Wind
4/25/2016	00:19:00	02:06:59	01:47:59	East Flow	Wind
4/25/2016	02:07:00	06:29:59	04:22:59	West Flow	Wind
4/26/2016	00:00:00	00:23:59	00:23:59	West Flow	SoCal TRACON Decision
4/27/2016	00:00:00	00:16:59	00:16:59	West Flow	Over Ocean Operations Transition
4/28/2016	00:00:00	06:29:59	06:29:59	West Flow	Wind
4/29/2016	00:00:00	00:07:59	00:07:59	West Flow	Traffic
4/29/2016	06:10:00	06:29:59	00:19:59	West Flow	SoCal TRACON Decision
4/30/2016	00:00:00	00:17:59	00:17:59	West Flow	Airport Design Group VI

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	12:24 am	4/1/16	12:23 am	Culver City	Low flying	At 12:22 a.m. on the reported day, a Boeing 757 on arrival to LAX was observed over your area at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO 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. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to 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. 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.
4/1/16	12:31 am	4/1/16	12:30 am	Culver City	Low flying	At 12:28 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO 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. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to 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. 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.

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
4/1/16	12:35 am	4/1/16	12:34 am	Culver City	Low flying	At 12:36 a.m. on the reported day, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 8,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO 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. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to 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. 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.
4/1/16	1:13 am	4/1/16	1:13 am	Culver City	Low flying	At 1:13 a.m. on the reported day, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas 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. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to 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. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	1:22 am	4/1/16	1:22 am	Culver City	Low flying	At 1:19 a.m. on the reported day, a Boeing 767 on arrival to LAX was observed 1.3 miles southwest of your residence at an approximate altitude of 7,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO 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. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to 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. 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. *
4/1/16	6:44 am	4/1/16	6:02 am	Inglewood	Overflight	At 6:03 a.m. on the reported morning, a Boeing 757 following Westerly Operations arrival procedures for LAX was observed just south of your residence at an approximate altitude of 900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 4:55 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to military activity off the coast. Your residence is located just north of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals during Westerly Operations. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment is within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	7:15 am	4/1/16	5:45 am	Culver City	Loud noise	At 5:47 a.m. on the reported morning, a Boeing 747 was observed 0.4 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. At 5:54 a.m., an Airbus 330 was observed 0.3 miles north of your residence at an approximate altitude of 5,700', and at 5:57 a.m. a Boeing 757 was observed 0.2 miles north of your residence at an approximate altitude of 6,300' based on available FAA radar flight track data. On the reported morning, between 4:55 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to military activity off the coast. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed over your area at altitudes consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	8:20 am	4/1/16	5:47 am	Culver City	Loud noise	At 5:47 a.m. on the reported morning, a Boeing 747 was observed over your area at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between 4:55 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to military activity off the coast. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/1/16	8:39 am	3/30/16	3:50 pm	Stevenson Ranch	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 3:58 p.m., a FedEx Airbus300 was observed 1.5 miles northwest of your residence at an approximate altitude of 6,200'. This aircraft was a Burbank Bob Hope Airport (BUR) arrival operation and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	8:49 am	3/28/16	12:10 am	Stevenson Ranch	Low flying	There were no aircraft operations observed over your area at the reported time of 12:10 a.m. on 03/28/2016 based on available Federal Aviation Administration (FAA) radar flight track data. At 11:50 p.m. on 03/27/2016 a Cessna 525 Citation jet was observed over your area at an approximate altitude of 5,000'. This aircraft was a Burbank Bob Hope Airport (BUR) arrival operation and was not associated with LAX operations. In our investigation we also looked at aircraft operations on 04/01/2016 at 12:10 a.m. (in case there was a typo when entering the disturbance date/time). On 04/01/2016 at 12:11 a.m., a Boeing 737 was observed 1 mile southwest of your residence at an approximate altitude of 19,600' based on available FAA radar flight track data. This was a Burbank Bob Hope Airport (BUR) departure operation and was not associated with LAX operations. 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.
4/1/16	11:42 am	4/1/16	10:31 am	Los Angeles	Loud noise	At 10:35 a.m. on the reported day, a Boeing 777 was observed 1.1 miles south of your residence at an approximate altitude of 5,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports 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.
4/1/16	11:52 am	4/1/16	11:52 am	Culver City	Loud noise	At 11:51 a.m. on the reported day, a Boeing 737 was observed 0.2 miles south of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following this procedure may fly over your area at altitudes below 7,000'. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	12:57 pm	4/1/16	12:57 pm	Culver City	Loud noise	At 12:55 p.m. on the reported day, an Embraer 170 was observed 0.2 miles south of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following this procedure may fly over your area at altitudes below 7,000'. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/1/16	10:34 pm	4/1/16	10:34 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed 0.9 miles north of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. 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.
4/1/16	10:37 pm	4/1/16	10:35 pm	Los Angeles	Overflight	At the reported time, an Airbus 330 was observed 0.9 miles north of your residence at an approximate altitude of 4,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just south of the downwind leg of the Federal Aviation Administration (FAA) arrival route for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. These aircraft may fly over your area at altitudes below 7,000'. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/1/16	10:41 pm	4/1/16	10:41 pm	Culver City	Loud noise	At the reported time, a Boeing 757 was observed 0.7 miles north of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. 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.
4/2/16	8:12 am	4/2/16	8:11 am	Culver City	Overflight	At 8:06 a.m. on the reported day, an Embraer 170 was observed 0.64 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft 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 your area, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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.
4/2/16	8:31 am	4/2/16	8:30 am	Culver City	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 4 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 your area, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/2/16	11:03 am	4/2/16	9:58 am	Rancho Palos Verdes	Loud noise	At the reported time, a regional jet was observed 4.3 miles southwest of your residence at an approximate altitude of 10,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard FAA departure procedures for LAX and was not observed flying over the Palos Verdes Peninsula. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/2/16	3:10 pm	4/2/16	3:05 pm	Culver City	Too frequent	At the reported time, a Boeing 777 was observed 0.4 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the route for aircraft arriving to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 your area, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results". The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations.
4/3/16	12:03 am	4/2/16	11:22 pm	Hawthorne	Loud noise	There were no unusual aircraft operations observed at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. 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
4/3/16	8:33 pm	4/3/16	6:00 pm	El Segundo	Loud noise	There were no unusual aircraft operations at the reported time of 6:00 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 5:59 p.m., a Boeing 777 was observed departing LAX from the inboard runway 25R. At 6:00 p.m., an Airbus 320 arrived on the outboard runway 25L. The loud noise you observed may be attributed to a combination of departure backblast, resulting from engines at full power for takeoff, and arrival reverse engine thrust used to safely slow aircraft upon touchdown. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion, fog, or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/3/16	11:09 pm	4/3/16	10:05 pm	Hawthorne	Loud noise	There were no unusual aircraft operations observed on the reported night based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines on full power for takeoff. Certain atmospheric/weather conditions such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual. On December 28, 2015 LAX temporarily shortened the usable length of inboard runway 24L/6R on the north complex to accommodate required Runway Safety Area (RSA) improvements mandated by Congress. Runway 24L/6R is the primary departure runway on the north airfield complex. During this temporary construction period, most of the aircraft that normally depart from this runway will continue to do so with the shortened runway. However, some heavier aircraft may not be able to depart from runway 24L/6R due to the shortened runway length, and may need to use the south complex runways for departure. Therefore, residents adjacent to LAX may notice an increase in operations on the south complex during the RSA construction on the north complex. The shortening of runway 24L/6R is scheduled to continue through September 2016. For more information on the RSA improvements at LAX, please visit www.laxishappening.com and click on "Runway Construction" under the "Featured Projects" tab.
4/4/16	1:51 am	4/3/16	11:59 pm	Los Angeles	Loud noise	At the reported time of 11:59 p.m., an Airbus 320 on arrival to LAX was observed 1.57 miles south of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 1.5 miles north of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard FAA arrival procedure has been in place for many years. There were no unusual aircraft operations over your area at the reported times LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/4/16	4:41 am	4/4/16	4:40 am	Los Angeles	Low flying	At the reported time, a Boeing 777 was observed 1 mile north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 your area, but all aircraft are described by the FAA as flying the same procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the areas directly east of the airports. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn south over the ocean for final approach. 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 many 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/4/16	9:25 am	4/3/16	9:22 pm	Culver City	Loud noise	At the reported time, a Boeing 717 on arrival to LAX was observed 0.35 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the standard FAA arrival route for LAX and was observed over your area at an altitude consistent with this procedure. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.4 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
4/4/16	9:26 am	4/4/16	8:24 am	Culver City	Loud noise	At 8:26 a.m., a Boeing 737 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or cloud layers, 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
4/4/16	1:03 pm	4/4/16	1:03 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 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. Noise monitor SLA4, located approximately 0.28 miles north of your residence, recorded a 31 second noise event with a max noise level measurement of 74 decibels as this aircraft flew by. Your residence is located just north of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information on noise readings or to view real time noise levels please www.lawa.org, enter "internet flight tracking system" in the search bar and click on LAX - Noise Management - LAX Internet Flight Tracking System. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the 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.
4/4/16	2:33 pm	4/4/16	1:05 pm	Los Angeles	Loud noise	The reported aircraft, a Boeing 717 on arrival to LAX 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or cloud layers, 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
4/4/16	5:21 pm	4/4/16	1:53 pm	Los Angeles	Loud noise	At the reported time, a General Aviation (GA) aircraft was observed 0.3 miles west of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft, which originated at Torrance Airport (TOA), was en route to Santa Monica Airport (SMO) and was not associated with LAX operations. For more information, please contact TOA noise abatement center at (310) 784-7950 or the SMO noise office at 310-458-8692. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. It is possible that you have also observed LAX arrivals. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigation point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. These aircraft may fly approximately 2 miles north of your residence when leaving the SMO VOR and approximately 2 miles south of your residence after they have made the U-turn for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/4/16	6:59 pm	4/3/16	8:50 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.6 miles north of your area at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigation point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area at altitudes below 7,000' as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers 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
4/4/16	7:03 pm	4/3/16	8:55 pm	Culver City	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.6 miles north of your area at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigation point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area at altitudes below 7,000' as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain an altitude of 3,000'. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	6:34 am	4/5/16	1:20 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed on the reported morning based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff and arrival reverse engine thrust used to safely slow aircraft upon touchdown. The Instrument Landing System (ILS) on the north runway complex inboard runway 24L/6R north is temporarily deactivated through September 2016 to accommodate required Runway Safety Area (RSA) improvements. The ILS deactivation should not have a significant effect on arrival operations during the day and evening, however, it will prohibit aircraft from landing on the north inboard runway 24L/6R at night. This means that arrivals at night during Over Ocean Operations (OOO), usually in effect between midnight and 6:30 a.m., will occur on the north outboard runway 24R/6L. Residents north of LAX may notice increased usage of the north outboard runway during OOO until the completion of the RSA improvements. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/5/16	8:24 am	4/4/16	2:03 pm	Stevenson Ranch	Low flying	At the reported time, a Boeing 737 was observed 0.4 miles east of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was a Burbank Bob Hope Airport (BUR) arrival operation and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/5/16	8:31 am	4/4/16	5:22 pm	Stevenson Ranch	Low flying	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.4 miles east of your residence at an approximate altitude of 9,800' based on available Federal Aviation Administration (FAA) radar flight track data. 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. At 5:24 p.m., an Airbus 300 was observed 0.9 miles west of your residence at an approximate altitude of 5,000' based on available FAA radar flight track data. This operation was en route to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. There were no LAX operations observed over your area at the reported time. The closest LAX operation observed was a Boeing 717 departure which flew northbound approximately 3.4 miles west of your residence at 5:37 p.m. at an approximate altitude of 14,000' based on available FAA radar flight track data. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) Noise Management investigates and responds to the first five complaints submitted per person per month.
4/5/16	9:54 am	4/5/16	9:54 am	Inglewood	Loud noise	Your residence is located approximately 0.3 miles south of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This published Federal Aviation Administration (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. It is not within the airport's purview to address telephone, television, and internet communications issues. Please contact the Federal Communications Commission Enforcement Bureau at 888-CALL-FCC (1-888-225-5322).
4/5/16	10:56 am	4/5/16	10:56 am	Westchester	Other	Insufficient information, unable to investigate.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/5/16	11:09 am	4/5/16	11:08 am	El Segundo	Overflight	At the reported time, a Boeing 747 was observed over your area at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high, too fast). 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. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	12:40 pm	4/5/16	12:15 pm	Playa Del Rey	Loud noise	At 12:10 p.m. a General Aviation (GA) Cessna Citation Mustang was observed flying southbound over your residence at an approximate altitude of 5,500' based on available FAA radar flight track data. This aircraft was following the GA Coastal Route towards Torrance Airport (TOA) and was not associated with LAX operations. At 12:13 p.m. a Pilatus PC-12 was observed 0.85 miles east of your residence at an approximate altitude of 4,900' based on available FAA radar flight track data. This aircraft was following the Mini Route en route to Hawthorne Municipal Airport (HHR). The GA Coastal Route is a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace at altitudes between 5,500' and 6,500' MSL. The Mini Route is a north-south flight path for non-LAX aircraft operating under VFR to travel through LAX Class B airspace directly over the airport at an altitude of 2,500' MSL. Most GA aircraft, including small planes and helicopters, operating under VFR do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). Most helicopters operate at airports other than LAX. GA aircraft may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/5/16	5:47 pm	4/5/16	4:44 pm	Los Angeles	Early turn	There were no "Early turns" observed over your area at the reported time. An Early turn refers to LAX departures to the west (over the ocean) which turn north or south before reaching the shoreline and does not apply to LAX aircraft operations over your area. At 4:42 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 4,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000'. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	5:49 pm	4/5/16	4:48 pm	Los Angeles	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000'. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	5:53 pm	4/5/16	4:41 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/5/16	6:11 pm	4/5/16	5:08 pm	Los Angeles	Low flying	At 5:06 p.m. on the reported day, an Embraer 170 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	6:32 pm	4/5/16	5:30 pm	Los Angeles	Go-around	There were no go-arounds observed over your area at the reported time. At 5:31 p.m. on the reported day, an Airbus 320 on arrival to LAX was observed 0.6 miles north 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/5/16	6:35 pm	4/5/16	5:33 pm	Los Angeles	Low flying	At the reported time, an Embraer 170 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/5/16	11:31 pm	4/5/16	11:24 pm	Culver City	Loud noise	During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend on the downwind leg of the arrival route heading east to make a U-turn at or past the 110 freeway for final approach. These aircraft fly approximately 2 miles north of your residence at altitudes below 7,000'. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein aircraft arriving to LAX from the east are vectored to the SMO VOR at or above 8,000' MSL and continue to descend west to make a U-turn south over the ocean for final approach. These aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR. These procedures have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. Please note, LAX has no jurisdiction over aircraft in flight or how frequently the FAA ATC will sequence aircraft. The volume of aircraft operations at LAX has been increasing incrementally since 2009, so compared to the last few years there may be more frequent operations at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
4/6/16	12:25 am	4/5/16	11:21 pm	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 12:24 a.m., an Airbus 320 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 9,000' based on available FAA radar flight track data. This aircraft was following standard Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn over the ocean 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, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/6/16	8:48 am	4/5/16	10:56 pm	Los Angeles	Overflight	There were no unusual aircraft operations observed over your area during the reported time period (10:56 p.m. to 12:06 a.m.). The closest aircraft operation observed, at 12:03 a.m. on 4/6/2016, was an Airbus 320 following the Over Ocean Operations (OOO) arrival procedure for LAX. This aircraft was observed 0.8 miles north of your residence at an approximate altitude of 9,000' based on available Federal Aviation Administration (FAA) radar flight track data. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 5.6 miles northwest of your residence at Santa Monica Airport (SMO), at or above 8,000' MSL. These aircraft may fly over a wide area as they approach the SMO VOR and continue to descend heading west to make a U-turn over the ocean for final approach to LAX. During OOO, aircraft may fly over your area at altitudes above 8,000' MSL. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored to the SMO VOR at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Arrivals during Westerly Operations may fly approximately 2 miles north of your residence at altitudes below 7,000' as they descend heading east and may then fly approximately 2 miles south of your residence after making a U-turn for final approach. These FAA arrival procedures for LAX have been in place for many years. The reported aircraft was observed over your area at an altitude consistent with the OOO arrival procedure for LAX. 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. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/6/16	1:37 pm	4/6/16	7:00 am	Culver City	Loud noise	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA) arrival route for LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/6/16	1:46 pm	4/4/16	9:10 pm	Santa Monica	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area 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 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. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
4/6/16	1:46 pm	4/4/16	9:04 pm	Santa Monica	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 7,900' 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 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. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/6/16	1:47 pm	4/4/16	8:16 pm	Santa Monica	Loud noise	The reported Boeing 777 was observed 0.5 miles south of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/6/16	1:47 pm	4/4/16	8:08 pm	Santa Monica	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.9 miles south 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 at Santa Monica Airport (SMO), at or above 7,000' MSL. These 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. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
4/6/16	1:48 pm	4/4/16	8:04 pm	Santa Monica	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 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was instructed by the FAA Air Traffic Control (ATC) to cross the SMO VOR at an altitude of 5,000'. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/6/16	2:36 pm	4/6/16	12:30 am	Los Angeles	Overflight	At 12:34 a.m., an Airbus 320 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations (OOO), usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach to LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. This published FAA arrival procedure for LAX has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
4/6/16	8:46 pm	4/6/16	4:52 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note that 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.
4/6/16	10:41 pm	4/6/16	10:40 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/7/16	9:14 am	4/7/16	9:08 am	Los Angeles	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/7/16	9:18 am	4/7/16	9:18 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/7/16	9:21 am	4/7/16	9:19 am	Los Angeles	Too frequent	At the reported time, a Bombardier Challenger 600 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/7/16	9:35 am	4/7/16	9:35 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/7/16	9:37 am	4/7/16	9:37 am	Los Angeles	Too frequent	At the reported time, an Airbus 380 on arrival to LAX was observed 1.1 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *
4/7/16	1:01 pm	4/7/16	6:10 am	Culver City	Loud noise	Your residence is located under the downwind leg of Federal Aviation Administration (FAA) arrival route for LAX for aircraft arriving from the north and west. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across in your area, but all aircraft are described by the FAA as flying the same procedure. Aircraft on this procedure may be observed in your area at altitudes below 7,000'. 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
4/7/16	2:55 pm	4/7/16	2:48 pm	Los Angeles	Loud noise	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route for aircraft arriving to LAX from the north and west. The reported aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,800'. No unusual activity was observed based on available FAA radar flight track data. The reported aircraft was observed over your area at an altitude consistent with this procedure. Certain weather/atmospheric conditions may amplify aircraft noise.
4/7/16	3:01 pm	4/3/16	2:34 pm	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/7/16	8:34 pm	4/7/16	8:33 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed over your area at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The FAA may issue altitude and heading instructions at their discretion for aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/7/16	10:23 pm	4/7/16	4:11 am	Long Beach	Overflight	At the reported time, a Boeing 747 LAX departure was observed 2.2 miles southeast of your residence at an approximate altitude of 13,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard jet departure procedures for LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/7/16	10:28 pm	4/7/16	4:40 am	Long Beach	Overflight	At the reported time, a Boeing 757 on arrival to LAX was observed 2.4 miles southeast of your residence at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was instructed by the FAA Air Traffic Control (ATC) to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, and continue northbound to join the final approach path for a westerly arrival to LAX. On the reported morning, the FAA ATC deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a taxiway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the south are vectored to the Seal Beach VOR and continue to descend heading north to join the final approach pattern heading west to LAX. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arrive and depart LAX to and from the west end of the airport over the ocean. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/8/16	1:55 am	4/8/16	12:46 am	Rancho Palos Verdes	Loud noise	At the reported time, a Boeing 737 LAX jet departure was observed 5.4 miles south of your residence at an approximate altitude of 17,100' based on available Federal Aviation Administration (FAA) radar flight track data. Standard departure procedures keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. The FAA ATC may issue altitude and heading instructions to accommodate air traffic flow or for aircraft safety and it is at their discretion. The reported aircraft was not observed flying over the Palos Verdes Peninsula. 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. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/8/16	2:33 am	4/8/16	1:27 am	Rancho Palos Verdes	Loud noise	At the reported time, there were no LAX operations observed flying over the Palos Verdes Peninsula based on available Federal Aviation Administration (FAA) radar flight track data. At 1:25 a.m., a Boeing 737 LAX departure was observed 5.6 miles west of your residence at an approximate altitude of 7,200'. This aircraft was flying southbound and was not observed flying over the Palos Verdes Peninsula. Standard departure procedures keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. This procedure is a published FAA departure procedure for LAX and no unusual activity was observed during the reported time period. 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.
4/8/16	6:32 am	4/8/16	6:24 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and the reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/8/16	1:30 pm	4/8/16	12:00 pm	Rancho Palos Verdes	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 12:06 p.m., a Dassault Falcon 50 was observed flying westbound approximately 2.4 miles north of your residence at an approximate altitude of 9,100' based on available FAA radar flight track data. This aircraft originated at Long Beach Airport (LGB) and was not associated with LAX operations. For more information or to file a complaint, please call the LGB Noise Complaint Hotline at (562) 570-2665. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities 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
4/8/16	3:55 pm	4/8/16	3:55 pm	Los Angeles	Loud noise	Your residence is located approximately 1 mile south of the downwind leg of the standard Federal Aviation Administration (FAA) arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/8/16	11:34 pm	4/8/16	10:23 pm	Rancho Palos Verdes	Loud noise	At the reported time, an Airbus 320 LAX departure was observed 3.5 miles south of your residence at an approximate altitude of 13,000' based on available Federal Aviation Administration (FAA) radar flight track data. Standard departure procedures keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. The FAA ATC may issue altitude and heading instructions to accommodate air traffic flow, for weather, 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.
4/9/16	11:31 am	4/9/16	11:31 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/9/16	4:26 pm	4/6/16	8:41 am	Los Angeles	Loud noise	Your residence is located 0.38 miles south of the standard arrival route for aircraft landing on the north runway complex and is subject to numerous arrivals during Westerly Operations. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/9/16	7:21 pm	4/9/16	2:00 am	Los Angeles	Loud noise	At the reported time, a Boeing 767 was observed following standard Over Ocean Operations (OOO) arrival procedures for LAX. This aircraft flew approximately 2.1 miles south of your residence at an approximate altitude of 4,800' based on available Federal Aviation Administration (FAA) radar flight track data. 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. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn south over the ocean for final approach to LAX. OOO is a noise abatement operational procedure implemented by the FAA when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. This 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.
4/9/16	8:34 pm	4/9/16	8:34 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 1.4 miles north of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 4 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, 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
4/9/16	8:35 pm	4/9/16	8:35 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/9/16	8:38 pm	4/9/16	8:37 pm	Culver City	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/9/16	8:38 pm	4/9/16	8:38 pm	Culver City	Loud noise	There were no LAX operations observed over your residence at the reported time of 8:38 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/10/16	7:23 am	4/9/16	4:36 pm	Los Angeles	Loud noise	At the reported time, a Cessna Citation 650 was observed flying northbound 0.44 miles west of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Santa Monica Airport (SMO) and was not associated with LAX operations. For more information regarding this operation or to file a complaint, please contact the SMO Noise Complaint/Information Hotline at (310) 458-8692. General Aviation aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/10/16	7:29 am	3/15/16	10:26 pm	Los Angeles	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.6 miles southwest of your residence at an approximate altitude of 9,900' 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. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA may issue altitude and heading instructions at their discretion to accommodate air traffic flow and for aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on 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.
4/10/16	7:30 am	4/10/16	6:11 am	Simi Valley	Overflight	The reported aircraft, a Boeing 747 on arrival to LAX was observed 1.3 miles west of your residence at an approximate altitude of 12,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 9 miles southeast of the Fillmore VOR, a fixed navigational point referenced in several published FAA arrival procedures. Aircraft following these FAA arrival procedures for LAX may fly over your area at average altitudes above 12,000'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. 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. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/10/16	7:31 am	3/15/16	10:29 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 was observed 0.9 miles southwest of your residence at an approximate altitude of 9,000' 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. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was following FAA vector/heading instructions and was observed over your area at an altitude consistent with this procedure. The FAA may issue altitude and heading instructions at their discretion to accommodate air traffic flow and for aircraft safety. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/10/16	9:12 am	4/10/16	9:09 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.46 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.2 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it sound louder than usual.
4/10/16	9:42 am	4/10/16	9:32 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.45 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it sound louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/10/16	9:43 am	4/10/16	9:40 am	Culver City	Loud noise	At 9:42 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.49 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. 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.
4/10/16	9:59 am	4/10/16	9:56 am	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. 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.
4/10/16	10:01 am	4/10/16	9:59 am	Culver City	Loud noise	At the reported time, a Boeing 787 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/10/16	10:20 am	4/10/16	9:38 am	View Park-Windsor Hills	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 1.4 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. 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.
4/10/16	4:07 pm	4/10/16	4:05 pm	Culver City	Low flying	At 4:04 p.m. on the reported day, an Airbus 330 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3 miles northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading eastbound 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, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/10/16	4:28 pm	4/10/16	4:28 pm	Culver City	Low flying	At the reported time, a Boeing 747 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading eastbound 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, fog or low cloud layers, 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
4/10/16	4:54 pm	4/10/16	4:46 pm	Culver City	Loud noise	At 4:44 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3 miles northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading eastbound 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, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/10/16	4:57 pm	4/10/16	2:18 pm	Manhattan Beach	Low flying	At the reported time, an Airbus 320 was observed 0.6 miles south of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Long Beach Airport (LGB) and was not associated with LAX operations. For more information or to file a complaint, please call the LGB Noise Complaint Hotline at (562) 570-2665. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/10/16	5:18 pm	4/10/16	5:15 pm	El Segundo	Early turn	There were no early turns observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 5:16 p.m., an Airbus 380 departed LAX from the outboard runway 25L which is closer to your community. In the reported instance, the large size of the A380, a Design Group VI aircraft, may have made it appear closer. Design Group VI aircraft, particularly the B747-800 and A380, cannot depart from runway 25R due to insufficient spacing between runway 25R and Taxiway B. As a result when Group VI aircraft are assigned to the south airfield complex for departure, these aircraft are regularly required to depart from Runway 25L. Group VI aircraft can and do depart from the north airfield complex on Runway 24L. However, due to the shortened length of 24L during Runway Safety Area improvements, Runway 24L is not currently available. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Los Angeles World Airports (LAWA) regularly monitors all early turns and issues notification letters to aircraft operators that deviate from this policy. A monthly summary report of early turns is available on our webpage. To view these reports, please visit www.lawa.org, enter "Early Turn Notification Program" 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
4/10/16	7:46 pm	4/10/16	6:44 pm	Culver City	Loud noise	At 6:41 p.m. on the reported day, a Boeing 717 was observed 0.6 miles north of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the Federal Aviation Administration (FAA) arrival route for LAX for aircraft arriving from the north and west. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across in your area, but all aircraft are described by the FAA as flying the same procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *
4/10/16	10:43 pm	4/10/16	9:41 pm	Los Angeles	Low flying	At the reported time, a Boeing 717 on arrival to LAX was observed 0.5 miles south 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 1.6 miles southwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/10/16	10:44 pm	4/10/16	10:42 pm	Culver City	Loud noise	The reported aircraft, an Airbus 330 on arrival to LAX, was observed 0.4 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/10/16	11:16 pm	4/10/16	11:09 pm	View Park-Windsor Hills	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 1.4 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure 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.
4/10/16	11:44 pm	4/10/16	11:39 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.26 miles south of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it sound louder than usual.
4/11/16	11:20 am	4/11/16	11:19 am	View Park-Windsor Hills	Loud noise	At 11:02 a.m., a Southwest Airlines Boeing 737 on arrival to LAX was observed 1.7 miles north of your residence at an approximate altitude of 4,800' based on available Federal Aviation Administration (FAA) radar flight track data. At 11:18 a.m. on the reported day, a SkyWest regional jet on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 5,500' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed over your area at altitudes consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/11/16	5:10 pm	4/11/16	5:04 pm	Los Angeles	Loud noise	At the reported time, a Boeing 747 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 5,900' based on available FAA radar flight track data. No usual activity was observed at the reported time. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
4/11/16	7:03 pm	4/11/16	7:48 am	Stevenson Ranch	Low flying	At the reported time, a Boeing 737 was observed 0.7 miles east of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. LAX operations usually fly approximately 3 miles west of your residence at average altitudes above 12,500'. Your area is also subject to numerous overflights from various local area airports including Van Nuys Airport (VNY) and BUR. 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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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/11/16	10:55 pm	4/11/16	6:51 pm	Los Angeles	Loud noise	At the reported time, a Philippine Airlines (PAL) Airbus 340 on arrival to LAX was observed 0.75 miles north of your residence at an approximate altitude of 4,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over the SMO VOR at an approximate altitude of 7,300', based on available FAA radar flight track data, an altitude consistent with this procedure. This FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/12/16	12:50 am	4/12/16	12:50 am	Inglewood	Overflight	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to a runway closure and Instrument Landing System (ILS) deactivation. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with 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
4/12/16	8:49 am	4/12/16	12:46 am	Inglewood	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.36 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to a runway closure and Instrument Landing System (ILS) outage. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
4/12/16	9:58 am	4/11/16	9:12 am	Inglewood	Low flying	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,400' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles north of the standard FAA arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
4/12/16	2:36 pm	4/12/16	9:27 am	Long Beach	Helicopter operations	The reported helicopter was en route to LAX and was observed 0.5 miles north of your residence at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. General Aviation (GA), including small planes and helicopters, aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For aircraft safety concerns please contact the FAA's Flight Standards District Office (FSDO) by visiting www.faa.gov/contact and click on "Contact your local FSDO".

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/12/16	2:47 pm	4/12/16	9:27 am	Long Beach	Overflight	The reported aircraft, a Bombardier Challenger 300 LAX departure was observed 1.4 miles south of your residence at an approximate altitude of 13,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following standard FAA departure procedures for LAX. There were no unusual LAX operations. 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.
4/12/16	3:25 pm	4/12/16	3:21 pm	Culver City	Loud noise	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. At the reported time a Boeing 777 followed the downwind leg of the standard arrival route 0.2 miles north of your residence at an approximate altitude of 6,100'. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with major emphasis on safety.
4/12/16	5:47 pm	4/12/16	5:42 pm	Culver City	Loud noise	At the reported time, an Airbus 340 on arrival to LAX was observed 0.55 miles north of your residence at an approximate altitude of 4,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft 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.
4/12/16	10:28 pm	4/12/16	10:28 pm	Culver City	Loud noise	At 10:25 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.8 miles north 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/12/16	11:04 pm	4/12/16	11:02 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.45 miles north 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 and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *
4/13/16	5:52 am	4/13/16	5:50 am	Culver City	Overflight	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it sound louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/13/16	6:49 am	4/13/16	6:12 am	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed over your area at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it sound louder than usual.
4/13/16	12:52 pm	4/13/16	12:52 pm	Los Angeles	Overflight	During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigation point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. These aircraft may fly approximately 2.3 miles north of your residence when leaving the SMO VOR eastbound and approximately 1.7 miles south of your residence after they have made the U-turn for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/13/16	11:25 pm	4/13/16	6:30 am	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.25 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the route for aircraft arriving to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
4/14/16	9:02 am	4/14/16	5:55 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These standard FAA arrival procedures have been in place for many years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/14/16	9:56 am	4/14/16	6:30 am	Los Angeles	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 1.9 miles south of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigation point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/14/16	10:13 am	4/14/16	2:35 am	Torrance	Too frequent	At the reported time, an Embraer 120 turbo propeller aircraft was observed 0.6 miles south of your residence at an approximate altitude of 7,700' 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 SIX) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/14/16	10:38 am	4/14/16	10:37 am	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the route for aircraft arriving to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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.
4/14/16	10:34 pm	4/13/16	5:47 am	Long Beach	Low flying	At the reported time, a Boeing 787 on arrival to LAX was observed 1.1 miles west of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA ATC deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the south are vectored by the FAA to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base. After reaching the Seal Beach VOR, aircraft continue to descend heading north to make a left turn to join to the final approach pattern to LAX. At 5:47 a.m. when the reported aircraft was approaching from over the ocean approximately 6.3 miles south of your residence, the FAA Air Traffic Control (ATC) instructed this aircraft to turn left heading 360 degrees, resulting in the aircraft flying closer to your area just west of your home. The FAA ATC may issue altitude and heading instructions to coordinate air traffic flow or for aircraft safety and it is at their discretion. 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, arrival and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. 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
4/15/16	7:19 am	4/15/16	3:03 am	Culver City	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight to 6:30 a.m. due to wind conditions (330 degrees at 11 knots, gusting 23), per FAA. At the reported time, a cargo Boeing 747 following the standard Westerly Operations arrival route was observed 0.1 miles north of your residence at an approximate altitude of 7,600' based on available FAA radar flight track data. Your residence is located under the downwind leg of the route for aircraft arriving to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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. 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 many 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. *
4/15/16	11:29 am	4/15/16	4:00 am	Inglewood	Overflight	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight to 6:30 a.m. due to wind conditions. Aircraft following the standard Westerly Operations arrival route were observed 0.8 miles south of your residence at altitudes higher than 1,100'. No Easterly departures occurred during the OOO deviation as the winds were coming from the northwest. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/15/16	11:33 am	4/15/16	4:01 am	Culver City	Low flying	There were no LAX operations observed over your residence at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight to 6:30 a.m. due to wind conditions (330 degrees at 11 knots, gusting 23), per FAA. Your residence is located under the downwind leg of the route for aircraft arriving to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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. 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 many 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. The proposed FAA Southern California (SoCal) Metroplex project, when implemented, will result in changes as to where and how aircraft fly and 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 late 2016 or 2017. You may find more information at www.lawa.org by typing "FAA Metroplex" in the search bar.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/15/16	11:57 am	4/15/16	11:57 am	Los Angeles	Overflight	Your residence is located approximately 0.2 miles north of the standard Federal Aviation Administration (FAA)-established arrival route for the north runway complex at LAX. Aircraft following the final approach of the standard arrival fly south of your area at or above 1,400' MSL. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information, please visit LAWA's Soundproofing Program webpage at www.lawa.org, type "soundproofing" in the search bar, and click on "Soundproofing Program".
4/15/16	12:37 pm	4/15/16	12:37 pm	Los Angeles	Overflight	Your residence is located approximately 0.2 miles north of the standard Federal Aviation Administration (FAA)-established arrival route for the north runway complex at LAX. At the reported time. a General Aviation (GA) Citation C680 jet was observed following the FAA-established standard arrival route into LAX. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 2,100'. No unusual aircraft activity was observed based on available FAA radar flight track data. 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. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/16/16	6:58 am	4/16/16	4:33 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 following Westerly Operations arrival procedures for LAX was observed 0.7 miles north of your residence at an approximate altitude of 8,000' 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 LAX air traffic flow in Westerly Operations between midnight to 6:30 a.m. due to construction. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide 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 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. 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 many 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. *
4/16/16	9:03 am	4/16/16	4:38 am	Baldwin Hills	Overflight	Unable to investigate, insufficient information provided.
4/17/16	7:39 am	4/16/16	6:33 pm	Torrance	Too frequent	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.2 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from Torrance Airport (TOA) and was not associated with LAX operations. For more information or to file a complaint, please call the TOA Noise Complaint Hotline at (310) 784-7950. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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
4/17/16	12:48 pm	4/17/16	5:00 am	Rancho Palos Verdes	Loud noise	At the reported time, a McDonnell Douglas MD11 cargo aircraft which departed from LAX was observed 5.4 miles west of your residence at an approximate altitude of 8,500' and climbing, based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard published FAA-established departure route over the ocean. There were no unusual aircraft operations observed at the reported time. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/17/16	12:52 pm	4/16/16	9:45 am	Rancho Palos Verdes	Low flying	At the reported time, a Beech 190 turbo propeller aircraft was observed 0.25 miles north of your area at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Prop aircraft heading southbound follow an offshore route off the Peninsula. Jet aircraft follow offshore routes until reaching 13,000' MSL altitude. This operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. 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.
4/18/16	12:36 am	4/17/16	11:32 pm	Hawthorne	Loud noise	At the reported time a Boeing 737 departure was holding in position for clearance on runway 25R while an Airbus 321 was on final approach to runway 25L. The combined sound wave from these two operations may have caused the loud noise reported. Frequency of operations is based on Federal Aviation Administration separation standards. Certain weather/atmospheric conditions may amplify aircraft noise.
4/18/16	3:52 pm	4/18/16	2:44 pm	Inglewood	Other	Your residence is located between the north and south arrival routes for final approach to LAX and is subject to numerous arrivals on final approach. 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 City of Inglewood at (310) 412-5289.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/19/16	3:59 pm	4/19/16	2:48 pm	Los Angeles	Early turn	There were no go-arounds or early turns observed over your area at the reported time based on Federal Aviation Administration (FAA) radar flight track data. Aircraft departing LAX are expected to maintain runway heading until crossing the shoreline after which they may turn based on the departure procedure they are following or may be instructed to do so by the FAA. The FAA may issue altitude and heading instructions to coordinate air traffic flow and maintain separation, due to weather, or for aircraft safety and it is at their sole discretion. Los Angeles World Airports (LAWA) regularly monitors all early turns and issues notification letters to aircraft operators that deviate from this policy. On an annual basis, less than 0.5% of LAX aircraft operations execute early turns. A monthly summary report of early turns is available on our webpage. To view these reports, please visit www.lawa.org, enter "Early Turn Notification Program" in the search bar. 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. When a go-around takes place, the FAA makes a best effort attempt to avoid turning the aircraft prior to the shoreline; however, to maintain standard separation between aircraft, the FAA may issue a vector heading as soon as is practical, which may cause the aircraft in a go-around situation to turn before reaching the shore. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/20/16	12:32 am	4/19/16	11:19 pm	Inglewood	Loud noise	Noise emitted by aircraft is regulated through international standards which require that aircraft meet or fall below designated noise levels. Older, noisier (Stage 1 and Stage 2) aircraft have been phased out and currently civil jet aircraft over 75,000 lbs. in the contiguous U.S. must meet Stage 3 or Stage 4 noise requirements. Sound insulation for residential dwellings may be achieved by upgrading certain features of the property. This includes dual pane windows, solid core doors, fire place doors and dampers, attic baffles, insulation and other elements. Los Angeles World Airports (LAWA) does not recommend or endorse any particular products to reduce noise. You may visit our website www.lawa.org and type "Noise Quest" in the search bar to visit a site with information on reducing noise in a house. Once you navigate to this site, type "reducing noise inside a house" in the search field. Sound insulation through the airport programs is limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. 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 City of Inglewood at (310) 412-5289.
4/21/16	1:38 am	4/21/16	1:33 am	Los Angeles	Engine run-up	There were no unusual aircraft operations at LAX and no LAX operations were observed over your area during the reported time period based on available Federal Aviation Administration (FAA). LAX air traffic flow was in standard Over Ocean Operations at the reported time. A police helicopter was observed circling over a 1 mile square area 0.7 miles east of your residence at an approximate altitude of 1,100'. Airports have no jurisdiction over law enforcement operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers may amplify aircraft noise and make it seem louder than usual.
4/21/16	11:48 am	4/21/16	8:35 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 executed a Federal Aviation Administration (FAA)-initiated go-around due to previous aircraft exiting the runway. The aircraft that performed the go-around was instructed to turn heading 270 degrees and maintain 2,000'. As the aircraft executed the FAA Air Traffic Control (ATC) instructions it flew 0.4 miles south of your residence at an approximate altitude of 900'. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/22/16	4:02 am	4/22/16	2:59 am	Inglewood	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control deviated from Over Ocean Operations (OOO) between midnight and 6:30 a.m. due to an instrument landing system outage for runway 06L. During the reported time period, two cargo operations departed from the south runway 25R; no arriving aircraft were observed based on available FAA radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. Certain weather/atmospheric conditions may amplify aircraft noise.
4/22/16	10:45 pm	4/22/16	10:37 pm	Culver City	Too frequent	At the reported time, an Airbus 321 was observed following the downwind leg of the Federal Aviation Administration (FAA) established standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Frequency of operations is based on FAA-established separation standards. Due to the large number of airports in the Southern California region, specific aerial routes for a particular airport are difficult for the FAA to modify. Airports such as Long Beach, John Wayne, San Diego, Torrance, and Hawthorne have their own arrival and departure procedures that may pass through the airspace over the Palos Verdes Peninsula. The national airspace is under federal control and airports have no jurisdiction over aircraft in flight. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.
4/24/16	10:13 am	4/24/16	8:31 am	Santa Monica	Loud noise	At the reported time, a General Aviation (GA) Gulfstream was observed over your area at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the GA Coastal Route towards Van Nuys Airport (VNY) and was not associated with LAX operations. The GA Coastal Route is a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace at altitudes between 5,500' and 6,500' MSL. Most GA aircraft, including small planes and helicopters, operating under VFR do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/24/16	6:13 pm	4/24/16	10:47 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.6 miles south of your residence at an approximate altitude of 1,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. 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. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
4/24/16	10:47 pm	4/24/16	10:40 pm	Culver City	Loud noise	The reported aircraft are flying on published Federal Aviation Administration (FAA) arrival procedures for LAX. The frequency of operations is based on FAA established separation standards and the current volume of air traffic. Aircraft operations at LAX continues to increase each month and as more aircraft fly into LAX, the greater the frequency of overflights. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The rules laid down by Congress in legislation give the FAA its existence and authority. The public may influence changes through the legislative process.
4/24/16	11:16 pm	4/24/16	11:16 pm	Culver City	Loud noise	At the reported time, a Boeing 747 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew on the downwind leg of the standard arrival 0.2 miles north of your residence at an approximate altitude of 6,000'. This aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/25/16	12:26 am	4/24/16	11:15 pm	Culver City	Loud noise	Your residence is located just south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The reported aircraft was flying on the downwind leg of the standard arrival 0.2 miles north of your residence at an approximate altitude of 7,200', consistent with this published FAA procedure. Certain weather/atmospheric conditions may amplify aircraft noise.
4/25/16	1:56 am	4/25/16	1:49 am	Lynwood	Loud noise	At 1:48 a.m., a Boeing 737 LAX departure to the east was observed 0.4 miles west of your residence at an approximate altitude of 4,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations between 12:19 a.m. and 02:07 a.m. due to winds. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. When this occurs, aircraft departing LAX may fly near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. 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, LAX arrivals and departures occur to and from the west end of the airport over the ocean. 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. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. 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.

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
4/25/16	9:37 pm	4/27/16	8:18 pm	Pacific Palisades	Overflight	At the reported time, 8:18 p.m. on April 25, 2016, a Boeing 747 arriving to LAX on the north downwind leg of the published Federal Aviation Administration (FAA) arrival procedure was instructed by the FAA Air Traffic Control (ATC) to fly direct heading 150 degrees to the Santa Monica VOR for a Track Cross-over arrival to the south runway complex. The reported aircraft flew 0.8 miles north of your residence at an approximate altitude of 9,100'. On occasion, the FAA ATC will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increases at LAX. Airports have no jurisdiction over aircraft in flight; the FAA ATC may issue different vectors depending on traffic and safety and it is at their sole discretion. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
4/26/16	7:00 am	4/26/16	7:00 am	Los Angeles	Loud noise	There are sound barriers along the north boundary of LAX. One runs between Emerson Avenue and the Westchester Golf Course, another extends from east of Emerson Avenue to Sepulveda Westway. Improvements to the north perimeter fence of the airport also provided the opportunity to build a noise reduction berm that runs from Pershing Drive to Loyola Boulevard and another small section between Loyola Boulevard and the Westchester Golf Course. These sound barriers are designed to reduce noise in communities immediately adjacent to the sound walls. Los Angeles World Airports (LAWA) Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month. Certain weather/atmospheric conditions may amplify aircraft noise.
4/26/16	7:12 am	4/26/16	7:12 am	Los Angeles	Loud noise	Sound barriers along the north perimeter of LAX help to reduce aircraft ground noise in areas immediately adjacent and will not affect noise from aircraft in flight. For details please visit www.lawa.org and type "noise brochure" in the search bar. Follow the link to "LAX Noise Management Program" and see page 12. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
4/26/16	8:42 am	4/26/16	7:19 am	La Habra Heights	Loud noise	At the reported time, a Boeing 737 was observed following the standard arrival route to LAX. This aircraft flew 2.2 miles north of your residence at an approximate altitude of 6,400'. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/26/16	10:09 am	4/26/16	1:00 am	Los Angeles	Loud noise	At 12:51 a.m. on the reported day, a Boeing 737 arrived on runway 6L based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to arrival reverse engine thrust used to safely slow the aircraft upon touchdown. On the reported night, Over Ocean Operations (OOO) were in effect starting at 12:24 a.m. Due to an instrument landing system outage on the north complex, arriving aircraft at the reported time were assigned by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to land on the outer runway 06L which is closer to the community. LAX has sound barriers along the north perimeter of the airfield to reduce the propagation of aircraft ground noise to close-in residential areas. Certain weather/atmospheric conditions may amplify aircraft noise.
4/26/16	10:20 am	4/26/16	1:00 am	Inglewood	Loud noise	At 1:09 a.m., a Boeing 777 was observed 0.6 miles north of your residence at an approximate altitude of 1,100' following Westerly Operations arrival procedure for LAX. On the reported morning, between 12:24 a.m. and 6:30 a.m., LAX air traffic flow was in standard nighttime Over Ocean Operations (OOO). However, due to an instrument landing system outage on the north runway complex, the reported aircraft was unable to land over the ocean on visual RNAV approach and was directed by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to land via the Westerly Operations arrival route onto runway 25L. 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. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Sound insulation is limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please contact City of Inglewood at (310) 412-5289.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/27/16	12:06 am	4/27/16	12:00 pm	Culver City	Loud noise	Your residence is located just south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. LAX operations following this procedure usually fly approximately 0.9 miles north of your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. At the reported time, in addition to standard LAX arrivals, a General Aviation (GA) propeller Cessna 172 was observed conducting survey fly-overs north and east of LAX and was unrelated to LAX operations. This operation originated at Los Alamitos Joint Forces Training Base and continued until approximately 2:40 p.m. maintaining an even altitude of approximately 2,000'. 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. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/27/16	6:51 pm	4/23/16	4:00 am	View Park-Windsor Hills	Loud noise	Your residence is located approximately 1.5 miles south of the standard route for aircraft arriving to LAX during Westerly Operations, usually in effect from 6:30 a.m. and midnight. On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a planned runway closure. During Westerly Operations, aircraft arriving to LAX from the west or north are vectored by the FAA ATC 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following this procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile of more across in your area, but all aircraft are described by the FAA as flying the same procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA ATC to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly near 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. At the reported time, an LAPD helicopter was observed 0.4 miles east of your residence at an approximate altitude of 700' and was unrelated to LAX operations. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint Response System at www.heli-noise-la.com. 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.
4/27/16	8:15 pm	4/27/16	8:15 pm	Monterey Park	Loud noise	Your residence is located just north of the Federal Aviation Administration (FAA)-established extended downwind leg of the standard arrival route to LAX. Based on air traffic volume, weather and airfield conditions, the FAA Air Traffic Control may use the extended downwind to increase separation between aircraft for an efficient use of the airspace and to enhance safety in flight. At the reported time, a Boeing 737 was observed following the extended downwind leg and flew 0.5 miles south of your residence at an approximate altitude of 4,600'. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/27/16	8:57 pm	4/27/16	7:47 pm	Los Angeles	Too frequent	Your residence is located 0.3 miles north of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport. Once they reach the VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. Certain weather/atmospheric conditions may amplify aircraft noise. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available for viewing on our website in a presentation entitled "North Arrival Study Results". Please visit our website at www.lawa.org, enter "Community Noise Roundtable" in the search bar, click on "LAX Community Noise Roundtable", and under Presentations click on "North Arrival Study Results".
4/27/16	9:56 pm	4/27/16	9:55 pm	Culver City	Overflight	No unusual aircraft activity was observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just south of the downwind leg of the FAA-established standard arrival route to LAX during Westerly Operations, usually in effect between 6:30 a.m. and midnight. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA 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 east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” 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
4/28/16	6:01 pm	4/25/16	1:00 am	Los Angeles	Low flying	At 1:04 a.m., an Airbus 380 which departed to the east from runway 7R was observed 0.7 miles southeast of your residence at an approximate altitude of 7,700'. On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 12:19 a.m. and 2:07 p.m. due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. When this occurs, aircraft will make a U-turn back to the west and may fly over your area. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
4/28/16	6:02 pm	4/25/16	2:00 am	Los Angeles	Loud noise	At 2:01 a.m., a Boeing 777 which departed to the east from runway 7L was observed 0.5 miles north of your residence at an approximate altitude of 11,300'. On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 12:19 a.m. and 2:07 p.m. due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. When this occurs, aircraft will make a U-turn back to the west and may fly over your area. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. 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.
4/28/16	8:38 pm	4/28/16	8:36 pm	Los Angeles	Loud noise	An unidentified helicopter operation was observed 0.5 miles east of your residence at an approximate altitude of 400' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most helicopter operations are based at airports other than LAX. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight, with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/29/16	12:58 am	4/29/16	12:50 am	Los Angeles	Too frequent	At the reported time, LAX was in Over Ocean Operations (OOO), usually in effect from 12:00 a.m. to 6:30 a.m., wherein LAX departures and arrivals occur to and from the west end of the airport over the ocean. No LAX operations were observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. The noise you observed may be from overflights by non-LAX aircraft. Your residence is located under the General Aviation (GA) LAX Mini-Route, a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX airspace directly over the airport at an altitude of 2,500' MSL. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
4/29/16	7:20 am	4/29/16	5:29 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX executed a go-around from runway 06L due to aircraft equipment configuration and flew 0.7 miles north of your residence at an approximate altitude of 4,000'. Since LAX air traffic flow was in Over Ocean Operations, this aircraft had to execute a go-around to the north in order to re-enter the arrival pattern. A go-around is a procedure used for arrival aircraft when the pilot or the Federal Aviation Administration (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. This type of operation will happen from time to time. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
4/29/16	6:33 pm	4/29/16	6:28 pm	Los Angeles	Low flying	Your residence is located under the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. Aircraft arriving to LAX from the north and 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 their descent heading east to make a U-turn at or past the 110 freeway for final approach at an altitude at or above 2,500'. This standard arrival procedure has been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Los Angeles World Airports (LAWA) Noise Management investigates and responds in writing (when a response is requested) to up to five complaints per person per month. To view the Aircraft Noise Community Response (ANCR) Report, including findings for noise complaint investigations, please go to www.lawa.org, enter "Noise Complaints" in the search bar, and click on "Noise Complaint Monthly Report". Certain weather/atmospheric condition may amplify aircraft noise. 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.
4/30/16	11:44 am	4/30/16	7:17 am	Monterey Park	Too frequent	Statistical updates on Monterey Park overflights are presented on a regular schedule to the LAX Community Noise Roundtable and are available on the Roundtable webpage. Please visit www.lawa.org, type "LAX noise roundtable" in the search bar and follow the link to view a list of presentations that include these statistical updates. There is no operational curfew at LAX, therefore extended downwind overflights may occur whenever traffic flow is in Westerly Operations, usually from 6:30 a.m. to midnight, particularly during periods of heavy air traffic volume or weather conditions. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. For specific concerns or complaints that cannot be answered or addressed by the airport, please contact the 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
4/30/16	3:13 pm	4/30/16	3:11 am	Redondo Beach	Overflight	On the reported morning, a Boeing 747 departed to the east and was observed 0.85 miles north of your residence at 3:08 a.m. at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. Whenever easterly tail winds are prevalent, heavy aircraft may request to depart east into the wind for aircraft safety. When this occurs, these aircraft may fly over your area as they make a U-turn back to the west. An offshore flow sometimes develops along the coast at night when the temperature of the ocean is warmer than over the land. The pilots/air carriers determine what level of tail wind is tolerable for each aircraft. 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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