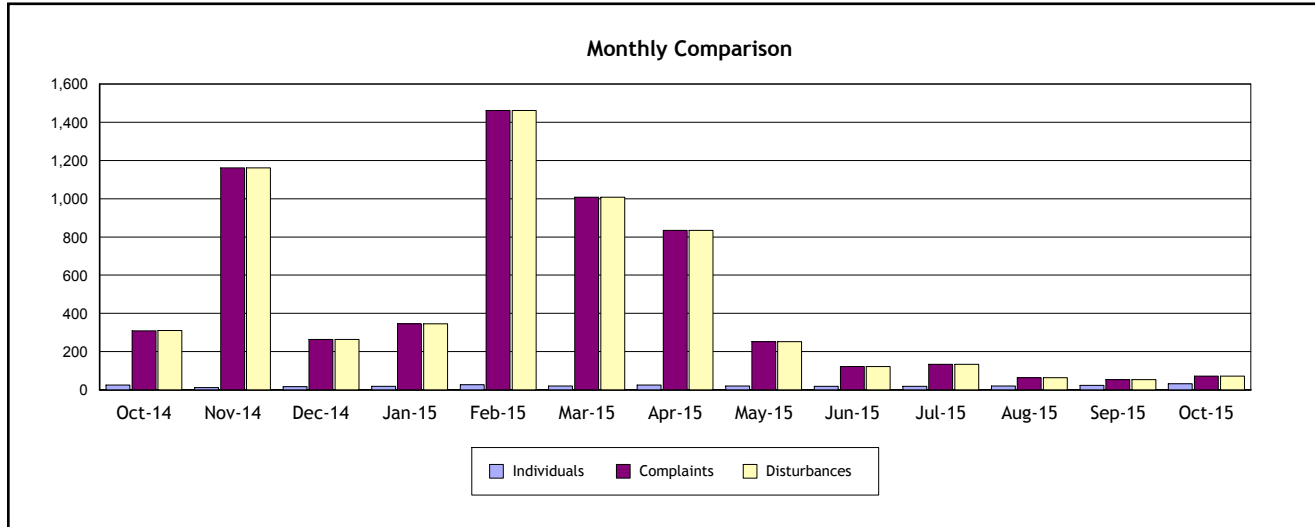
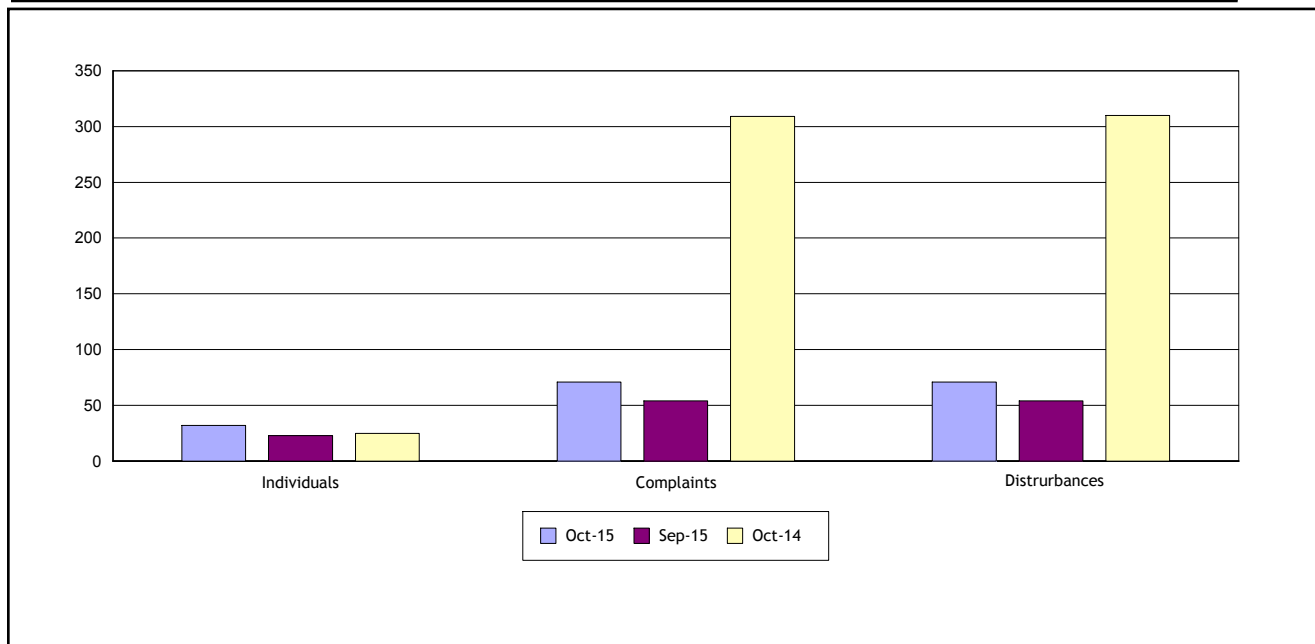


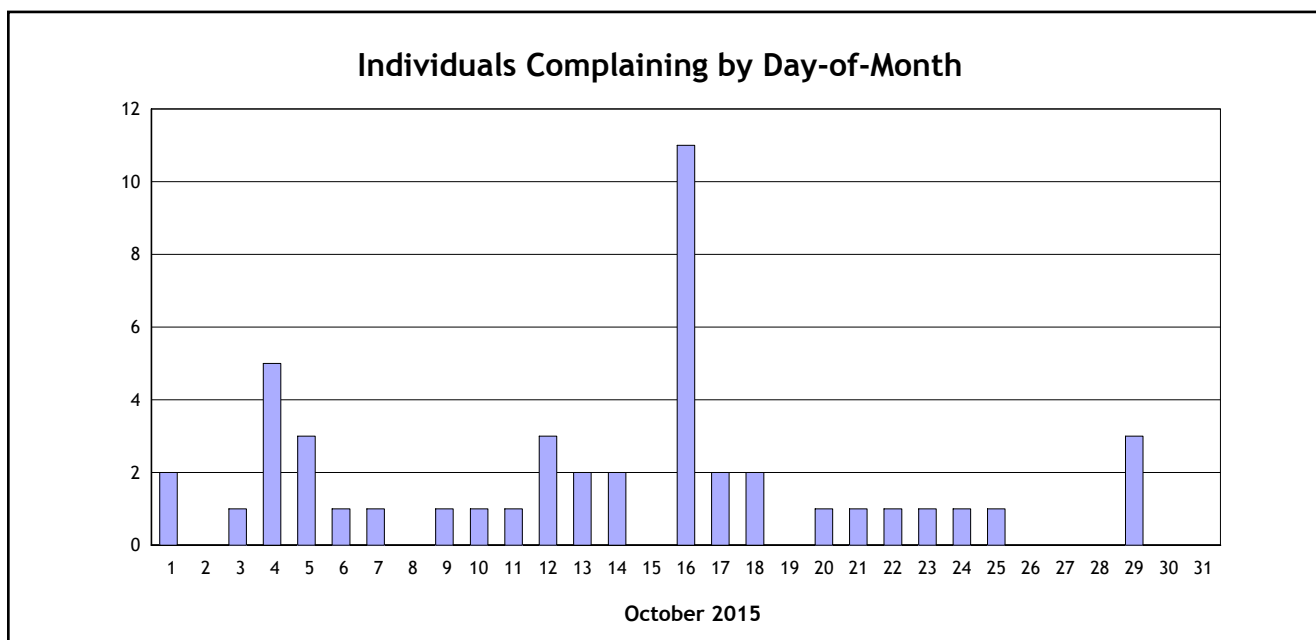
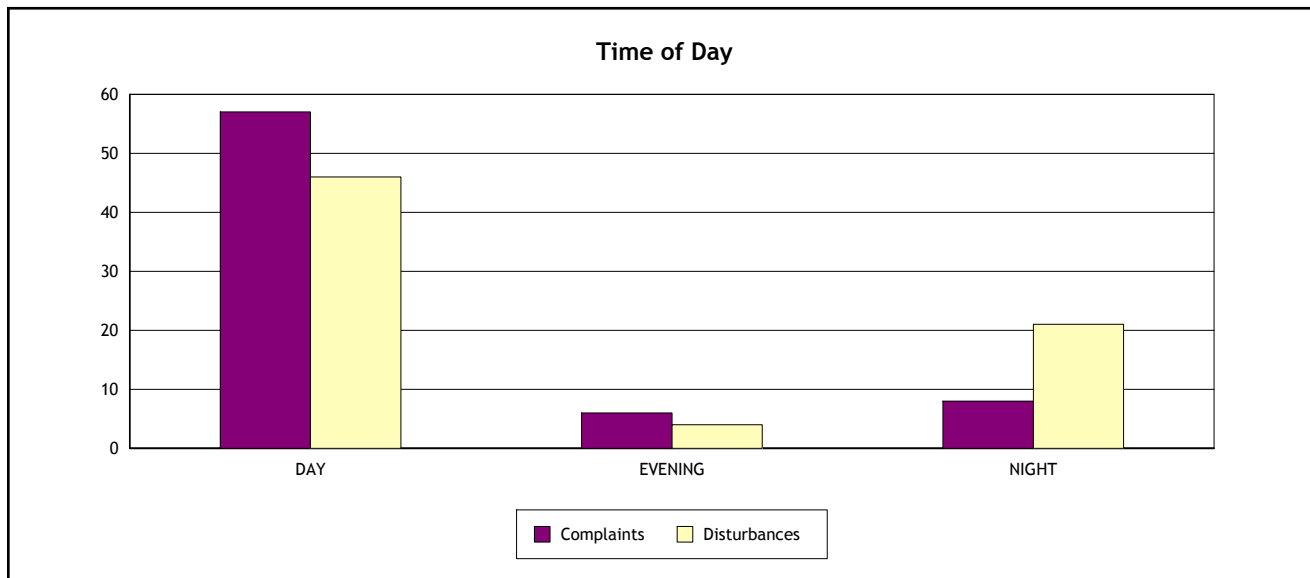
Individuals Submitting Noise Complaints	32
Noise Complaints Received	71
Noise Disturbances Reported	71














	October 2015	September 2015	% Change	October 2014	% Change
Individuals	32	23	39%	25	28%
Complaints	71	54	31%	309	-77%
Disturbances	71	54	31%	310	-77%







	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	57	6	8
Disturbances	46	4	21



Period : October 2015

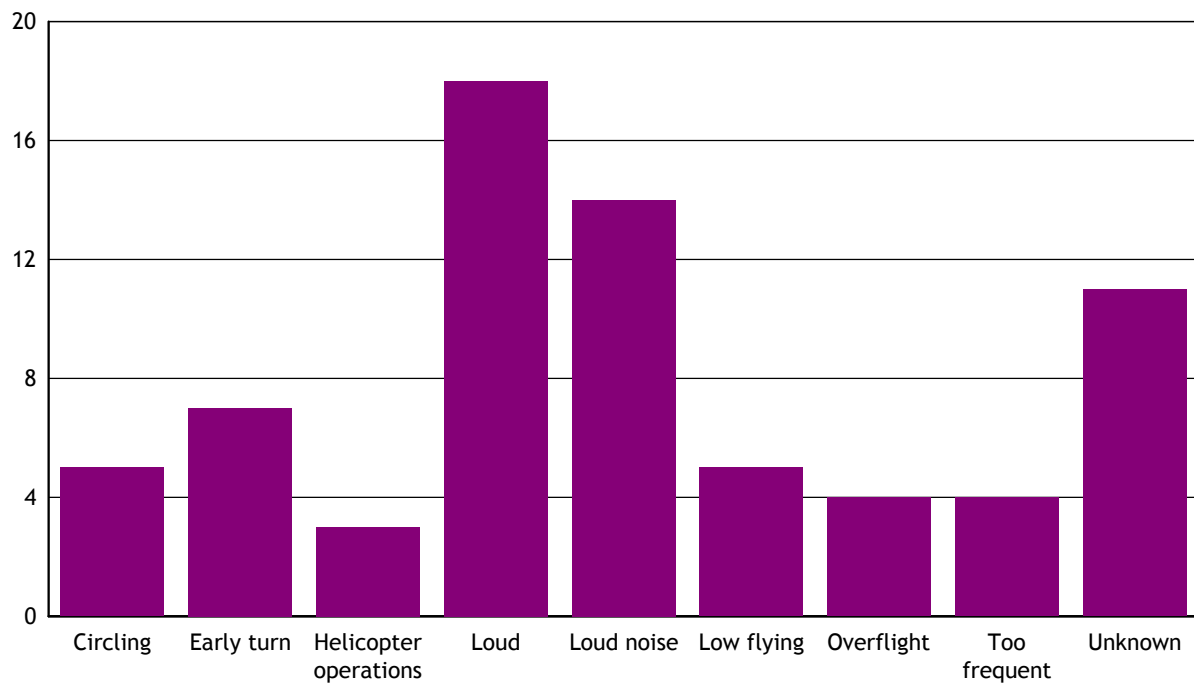
City	Individuals	Complaints	Percentage of Complaints**
Encino	2	2	3% 
Lake Balboa	1	7	10% 
Los Angeles	5	7	10% 
North Hills	4	4	6% 
Northridge	2	4	6% 
Redondo Beach	1	1	1% 
Reseda	1	1	1% 
Sherman Oaks	4	4	6% 
Unknown	10	10	14% 
Van Nuys	2	5	7% 
Anonymous	NA	26	37% 
<b>TOTAL</b>	<b>32</b>	<b>71</b>	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Anonymous)	26	37% 
*One Individual (Lake Balboa)	7	10% 
Individuals Reporting 2 To 5 Complaints	11	15% 
Individuals Reporting One Complaint	27	38% 
<b>TOTAL</b>	<b>Individuals : 32</b>	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.

<i>Type of Disturbance*</i>	<i>Number of Complaints</i>
Circling	5
Early turn	7
Helicopter operations	3
Loud	18
Loud noise	14
Low flying	5
Overflight	4
Too frequent	4
Unknown	11
<b>TOTAL</b>	<b>71</b>



Note: \* As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
10/01/2015	1:44 pm	9/30/2015	5:58 pm	Van Nuys	Too frequent	The propeller aircraft you reported on Monday, September 30, 2015 at 1758 was an Aviat Pitts Special Biplane (PTS2) that was conducting a Touch and Go operation. This aircraft was under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted at (818) 904-6291 (Safety) or in writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009.
10/04/2015	2:47 pm	10/04/2015	2:47 pm	Sherman Oaks	Too frequent	The location of your residence and surrounding community is subject to numerous aircraft transiting to and from the many Southern California airports, including VNY. It is not uncommon for aircraft departing VNY to overfly your community for destinations to the south, the north or the east. In addition, the volume of jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, so compared to the past few years there may be more frequent jet departures over your community. Please note, airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
10/04/2015	4:20 pm	10/04/2015	4:10 pm	Encino	Loud noise	The aircraft you reported on Sunday, October 4, 2015 at 1410 was a vintage twin radial engine propeller driven Douglas DC3 airliner. This aircraft was under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). Aircraft traffic is not within the airport's jurisdiction, but we try to work with the FAA to minimize the impact on nearby residential areas. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/09/2015	3:19 pm	10/08/2015	9:01 am	Sherman Oaks	Circling	For the reported time period, there were no helicopters or airplanes observed circling or hovering at altitude over/near your property based on available Federal Aviation Administration (FAA) radar flight track data. Please note that certain sensitive aircraft operations, such as military, may be filtered by the FAA and not displayed in the available data. Additionally, some general aviation aircraft operating under Visual Flight Rules (VFR) that do not file a flight plan or squak discreet transponder codes may not be displayed in VNY's Aircraft Noise and Operations Management System (ANOMS).
10/12/2015	3:03 am	10/12/2015	2:23 am	Los Angeles	Loud noise	A Los Angeles Police Department Air Support Division (LAPD ASD) helicopter was conducting official LAPD business in and around your neighborhood for extended periods of time on the evening of Monday, October 12, 2015. The LAPD ASD routinely patrols and supports police ground units in the many neighborhoods located within the City of Los Angeles. It is not uncommon to have multiple flyovers of an area during a relatively short period. This helicopter overflight was not associated with Van Nuys Airport (VNY) operations. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
10/14/2015	1:03 pm	10/14/2015	12:32 pm	Los Angeles	Loud noise	The helicopter you reported on Wednesday, October 14, 2015 at 1232 arrived to VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The aforementioned helicopter flew over or near your residence at approximately 2399' MSL. Helicopters, in general do not have altitude nor route restrictions outside an airport's area. Please note that airports do not control nor have jurisdiction on aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. For future concerns regarding helicopter operations, please also refer the "Los Angeles Helicopter Noise Initiative's Automated Complaint System" launched by the FAA in early 2015 with the intent of obtaining and analyzing a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to <a href="https://heli.noise.la.com/webtrak">https://heli.noise.la.com/webtrak</a> .

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/14/2015	8:04 pm	10/14/2015	7:36 pm	Los Angeles	Loud noise	Based on available Federal Aviation Administration (FAA) radar flight track data, there were no helicopters operating into or out of Van Nuys Airport (VNY) on Wednesday, October 14, 2015 at 1936 +/- 30 minutes, that flew over or near your property. However, at the reported time, there was a non-VNY overflight that appeared to be a law enforcement helicopter based on the aircraft's flight pattern in the VNY Aircraft Noise and Operations Management System (ANOMS).
10/16/2015	6:20 pm	10/16/2015	6:00 pm	Los Angeles	Helicopter operations	<p>The location of your residence and surrounding community is subject to numerous helicopters that transition to and from the many airports and heliports in the Los Angeles basin. There are many aircraft operations, both fixed-wing and helicopters, that are operated by various law enforcement agencies, fire departments, Medevac, media, corporate entities and private citizens that use the corridor that you reside near. The helicopter that you reported on Friday, October 16, 2015 at 1800 was operated as a Medevac Operation (Lifeguard Operation life saving mission) for Children's Hospital Los Angeles.</p> <p>Aircraft fly under the control and direction of the FAA. However, some aircraft fly under Visual Flight Rules (VFR) and must adhere to FAA rules and regulations that govern such activities. Aircraft, when flying under Visual Flight Rules (VFR), often use the freeways as a reference point. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted at (818) 904-6291 (Safety) or in writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 (Flight Patterns). For future concerns regarding helicopter operations, please also refer to the recently launched "Los Angeles Helicopter Noise Initiative's Automated Complaint System" by the FAA. The intent of the system is to obtain and analyze a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to <a href="http://heli-noise-la.com/webtrak/">http://heli-noise-la.com/webtrak/</a></p>
10/16/2015	8:24 pm	10/16/2015	8:15 pm	Sherman Oaks	Overflight	The aircraft noise you reported on Friday, October 16, 2015 at approximately 2010 was associated with a Gulfstream G-V (GLF5) departure from VNY runway 16R. The departure was under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) and was consistent with normal VNY departure operations. Please note

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						that the location of your residence and surrounding community is subject to numerous aircraft transiting to and from the many Southern California airports, including VNY. It is not uncommon for aircraft departing VNY to overfly your community for destinations to the south, the north or the east. In addition, the volume of jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, so compared to the past few years there may be more frequent jet departures over your community. Airports do not have jurisdictions over aircraft in flight, how frequently or where the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
10/17/2015	3:15 am	10/17/2015	3:04 am	Northridge	Overflight	The aircraft you reported on Wednesday, March 11, 2015 at 2031 was a Stage 3 twin propeller Cessna C402 that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure procedures. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Lastly, the VNY Curfew only prohibits the DEPARTURE of older, louder Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular between 2200 and 0700 the following day. Please note that this "partial" curfew does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (lifeguard operations), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The Ordinance can be viewed on line at: <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">www.lawa.org/welcome_VNY.aspx?id=1034</a> .
10/17/2015	3:16 am	10/17/2015	3:05 am	Northridge	Helicopter operations	Based on available Federal Aviation Administration (FAA) radar flight track data, there were no helicopters operating into or out of Van Nuys Airport (VNY) on Saturday, October 17, 2015 at 0316 +/- 30 minutes, that flew over or near your property.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						However, at the reported time, there was a non-VNY overflight that appeared to be a law enforcement helicopter based on the aircraft's flight pattern in the VNY Aircraft Noise and Operations Management System (ANOMS).
10/20/2015	10:18 am	10/20/2015	9:49 am	North Hills	Circling	The propeller aircraft you reported on Tuesday, October 20, 2015 at 0949 was an Aviat Pitts Special Biplane (PTS2) that was conducting Touch-and-Go training under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is not uncommon for a pilot to execute multiple, consecutive circuits over the airport in a single session. Please note that Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted at (818) 904-6291 (Safety) or in writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009. That stated, VNY Operations and Noise Management staff has reached out to the pilots of this aircraft to remind them that they are flying over noise sensitive areas.
10/21/2015	5:48 pm	10/21/2015	2:30 am	Van Nuys	Low flying	The Los Angeles Police Department Air Support Division (LAPD ASD) which was conducting official LAPD business operated the helicopter you reported on Wednesday, October 21, 2015 at 0230. The LAPD ASD routinely patrols and supports police ground units in the many neighborhoods located within the City of Los Angeles. It is not uncommon to have multiple fly-overs of an area during a relatively short period. This helicopter overflight was not associated with Van Nuys Airport (VNY) operations. Helicopters, in general do not have altitude nor route restrictions outside an airport's area. Please contact LAPD ASD at (213) 485-2600 or please go to <a href="http://www.lapdonline.org/air_support_division/content_basic_view/1179">http://www.lapdonline.org/air_support_division/content_basic_view/1179</a> for more information. Please note that airports do not control nor have jurisdiction on aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Lastly, you may also refer to the "Los Angeles Helicopter Noise Initiative's Automated Complaint System" launched by the FAA in early 2015 with the intent to of obtaining and analyzing a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to <a href="https://heli.noise.la.com/webtrak">https://heli.noise.la.com/webtrak</a> .

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
10/21/2015	7:30 pm	10/21/2015	7:30 pm	Van Nuys	Low flying	<p>The helicopter activity that you reported on Wednesday, October 21, 2015 at 1930 were attributed to several arrivals to Rotor Support located southeast of your residence and to the City ramp located northeast of your residence. For safety reasons, the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) sometimes sequence the arrivals of multiple helicopters by directing them to remain in place, circle or deviate from the voluntary Helicopter Route before issuing final instructions to land at VNY. In addition, helicopters are restricted to fly no higher than 1300 feet Mean Sea Level (MSL) within the airport environs to separate them from fixed-wing air traffic operating at VNY. Please note that airports do not control nor have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information. Lastly, please note that the FAA launched the "Los Angeles Helicopter Noise Initiative's Automated Complaint System" in early 2015 with the intent to of obtaining and analyzing a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to <a href="https://heli.noise.la.com/webtrak">https://heli.noise.la.com/webtrak</a>.</p>
10/23/2015	6:34 am	10/23/2015	6:29 am	Los Angeles	Loud noise	<p>The helicopter that you reported on Friday, October 23, 2015 at 0629 could not be identified from available Federal Aviation Administration (FAA) radar flight track data in VNY's Airport Noise and Operations Management System (ANOMS). The helicopter activity you reported matches the profile of a law enforcement operation and was likely not associated with VNY operations. Airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. For future concerns regarding helicopter operations, please also refer to the "Los Angeles Helicopter Noise Initiative's Automated Complaint System" launched by the FAA in early 2015. The intent of the system is to obtain and analyze a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to</p>

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\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<a href="http://heli-noise-la.com/webtrak/">http://heli-noise-la.com/webtrak/</a>
10/25/2015	4:20 am	10/25/2015	3:42 am	North Hills	Overflight	The aircraft you reported on Sunday, October 25, 2015 at 0342 was an Embraer Legacy 600 that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival procedures. Your residence is located near the standard arrival route for runways 16R and 16L and is subject to numerous aircraft on final approach for landing. Please note that airports do not have jurisdiction over aircraft in flight, but we try to work with the FAA to minimize the impact on nearby residential areas. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Please contact the FAA at FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for more information regarding this matter.
10/29/2015	9:46 am	10/28/2015	11:08 pm	North Hills	Unknown	The aircraft you reported on Wednesday, October 28, 2015 at 2308 was a Citation CJ3 (C25B) that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC). This departure to the north from runway 34L was consistent with Northerly Operations which is the opposite direction from Southerly Operations normally utilized at VNY. Whenever northerly winds occur, the FAA ATC conduct Northerly Operations whereby all arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.

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