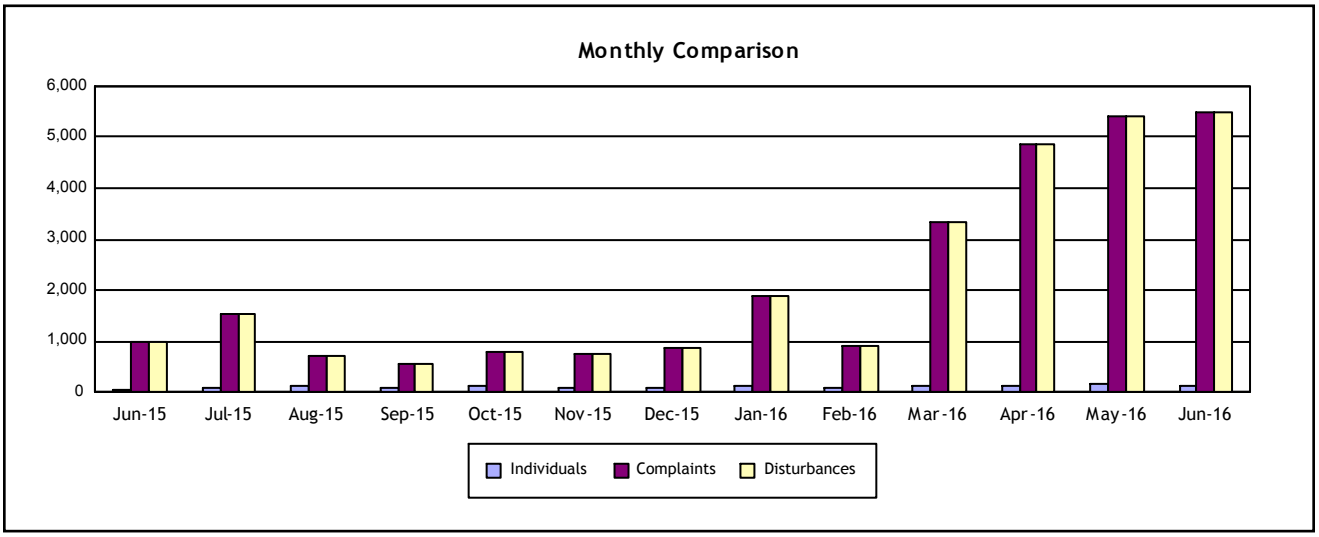
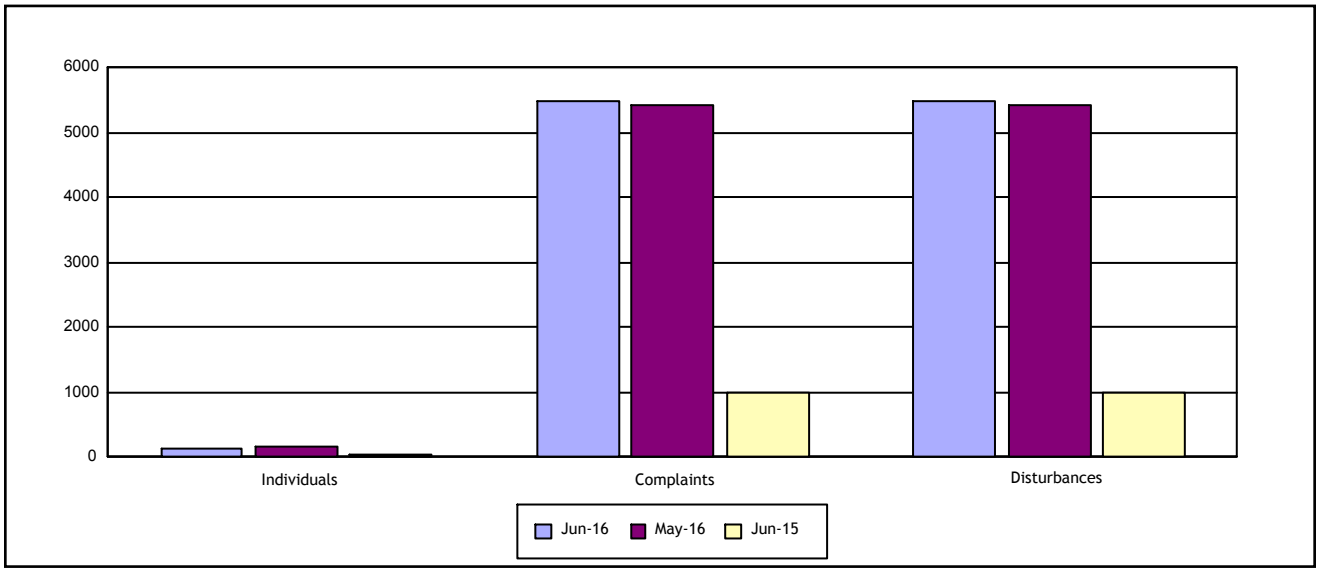
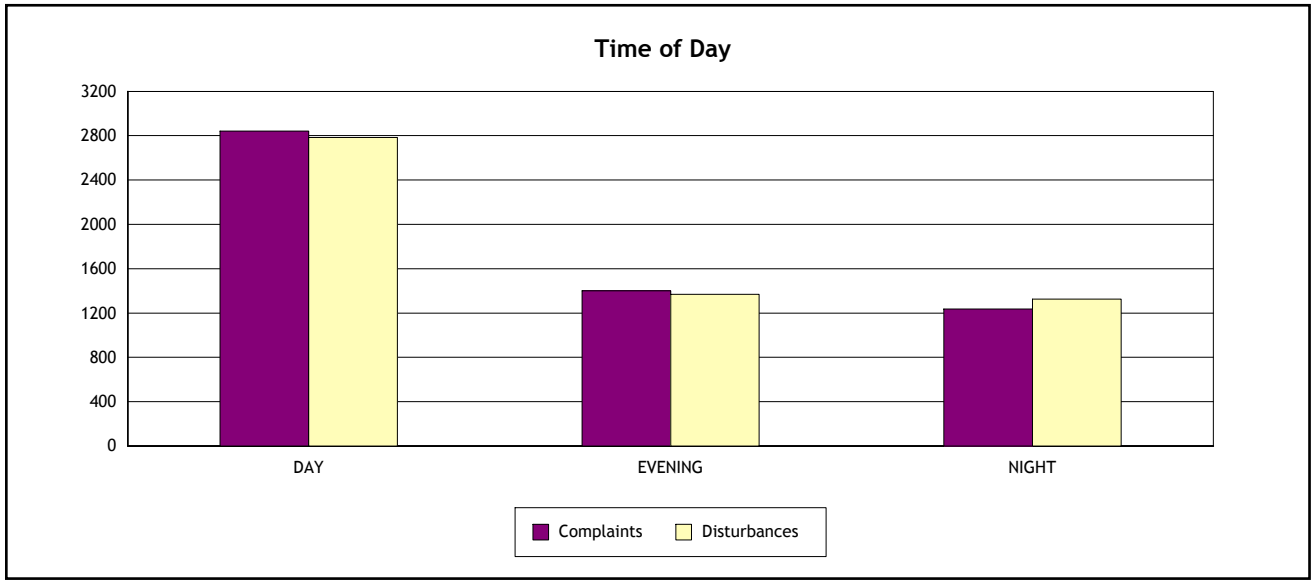
Individuals Submitting Noise Complaints	**125**
Noise Complaints Received	**5,478**
Noise Disturbances Reported	**5,478**

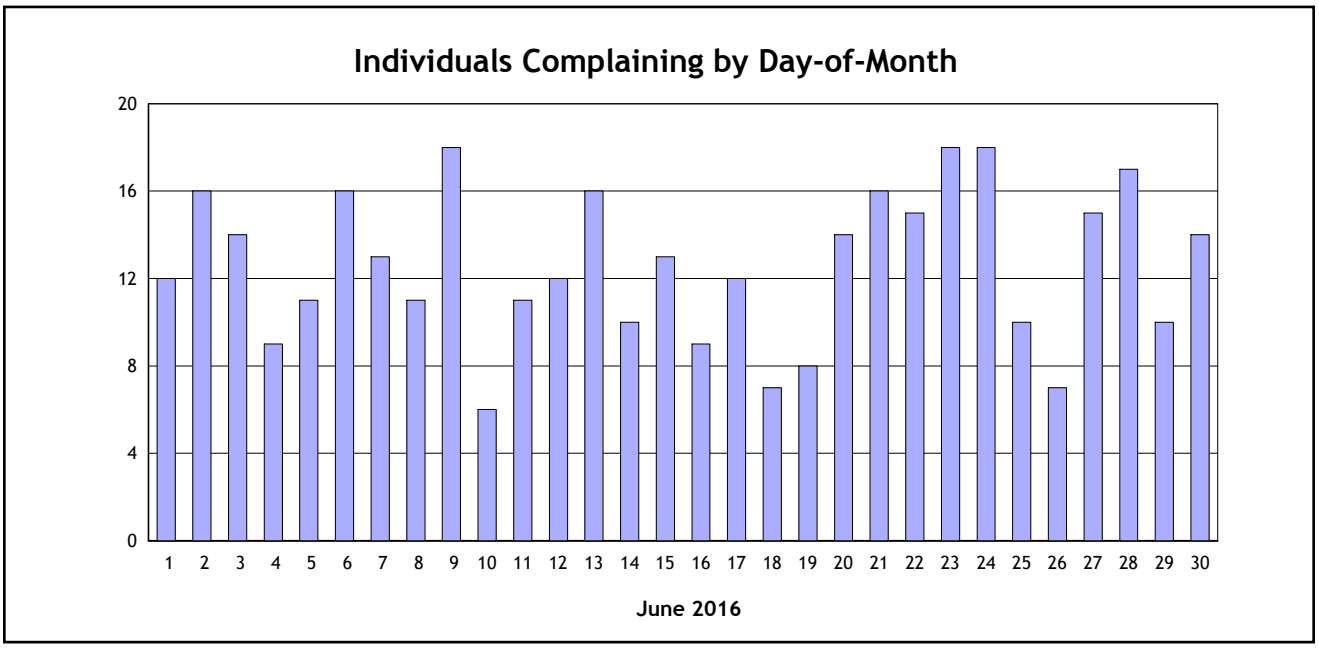


	June 2016	May 2016	% Change	June 2015	% Change
Individuals	125	169	-26%	42	198%
Complaints	5,478	5,430	1%	980	459%
Disturbances	5,478	5,430	1%	980	459%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	2,841	1,400	1,237
Disturbances	2,784	1,369	1,325





LAX
Los Angeles World Airports

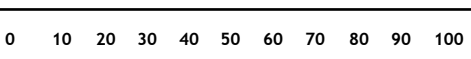
Aircraft Noise Community Response Report

Complaint Distribution by City and Complainant

Los Angeles International Airport

Period:June 2016

City	Individuals	Complaints	Percentage of Complaints**
Alhambra	1	1	< 1%
Culver City	28	4932	90%
El Segundo	4	5	< 1%
Gardena	2	6	< 1%
Hawthorne	3	3	< 1%
Huntington Park	1	1	< 1%
Inglewood	7	12	< 1%
La Habra Heights	3	29	< 1%
Long Beach	1	3	< 1%
Los Angeles	27	254	5%
Malibu	2	2	< 1%
Manhattan Beach	10	11	< 1%
Marina Del Rey	1	1	< 1%
Montebello	1	1	< 1%
Monterey Park	12	51	< 1%
Pacific Palisades	2	10	< 1%
Palos Verdes Estates	1	1	< 1%
Playa Del Rey	3	3	< 1%
Redondo Beach	1	7	< 1%
Rosemead	1	1	< 1%
Santa Cruz	1	19	< 1%
Santa Monica	1	1	< 1%
Stevenson Ranch	1	2	< 1%
Torrance	3	3	< 1%
Unknown	4	7	< 1%
Westlake Village	2	2	< 1%
Whittier	2	2	< 1%
Anonymous	NA	108	2%
TOTAL	**125**	**5478**	



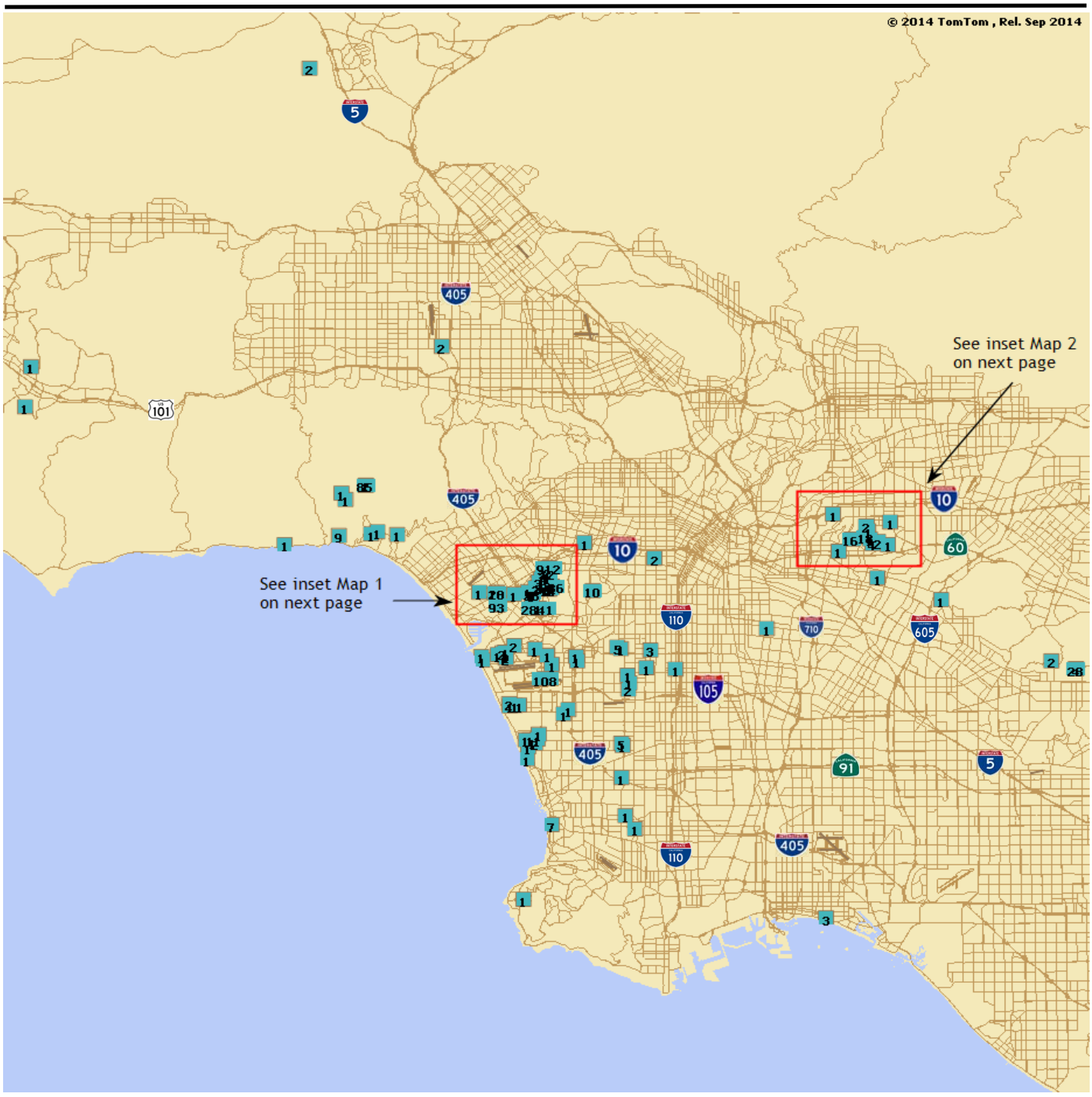
Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	2841	52%
*One Individual (Culver City)	986	18%
*One Individual (Culver City)	912	17%
*One Individual (Anonymous)	108	2%
*One Individual (Los Angeles)	93	2%
*One Individual (Los Angeles)	85	2%
*One Individual (Culver City)	72	1%
*One Individual (Culver City)	56	1%
*One Individual (La Habra Heights)	23	0%
*One Individual (Los Angeles)	23	0%
*One Individual (Santa Cruz)	19	0%
*One Individual (Monterey Park)	18	0%
*One Individual (Monterey Park)	16	0%
*One Individual (Culver City)	14	0%
*One Individual (Los Angeles)	10	0%
*One Individual (Los Angeles)	10	0%
*One Individual (Pacific Palisades)	9	0%
*One Individual (Culver City)	8	0%
*One Individual (Culver City)	7	0%
*One Individual (Redondo Beach)	7	0%
Individuals Reporting 2 To 5 Complaints	88	2%
Individuals Reporting One Complaint	73	1%
TOTAL **Individuals : 125**	**5478**	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.

Complaint Distribution Map

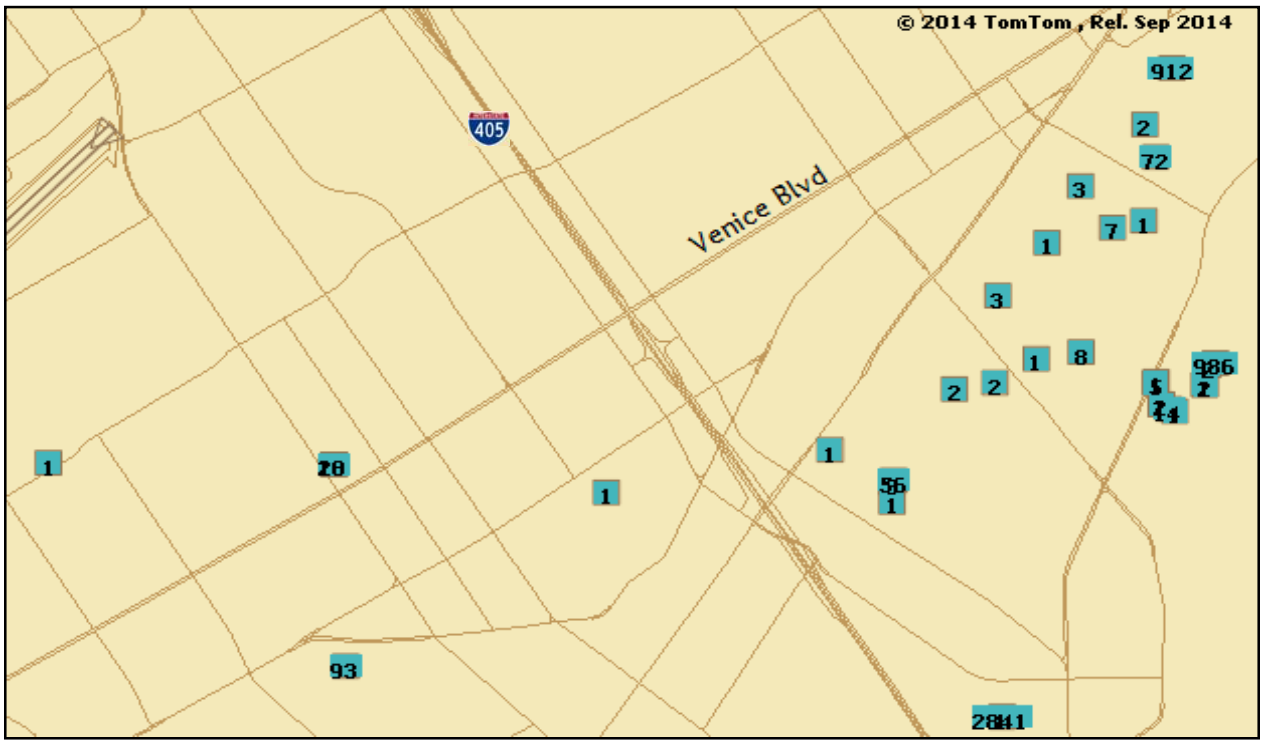
Los Angeles International Airport

Period: June 2016

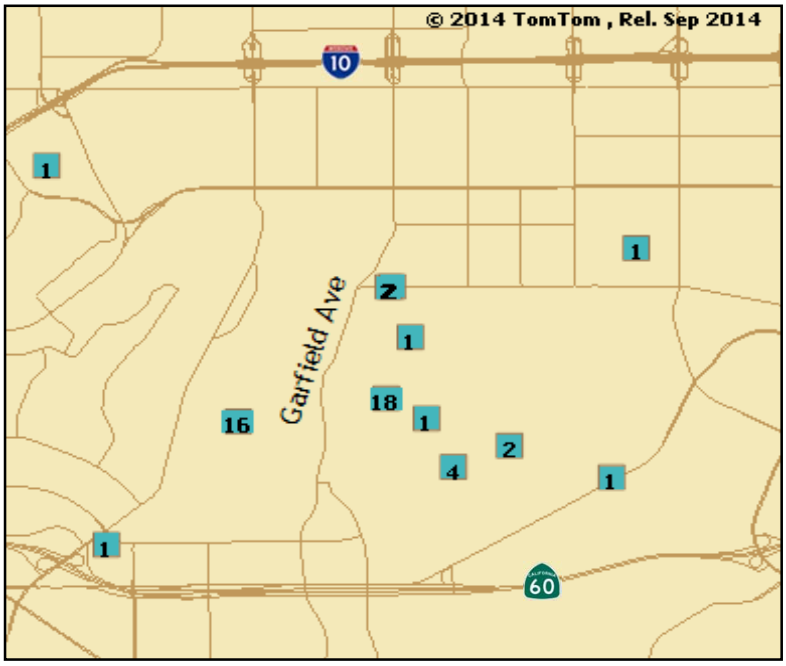


*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

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



Map 1



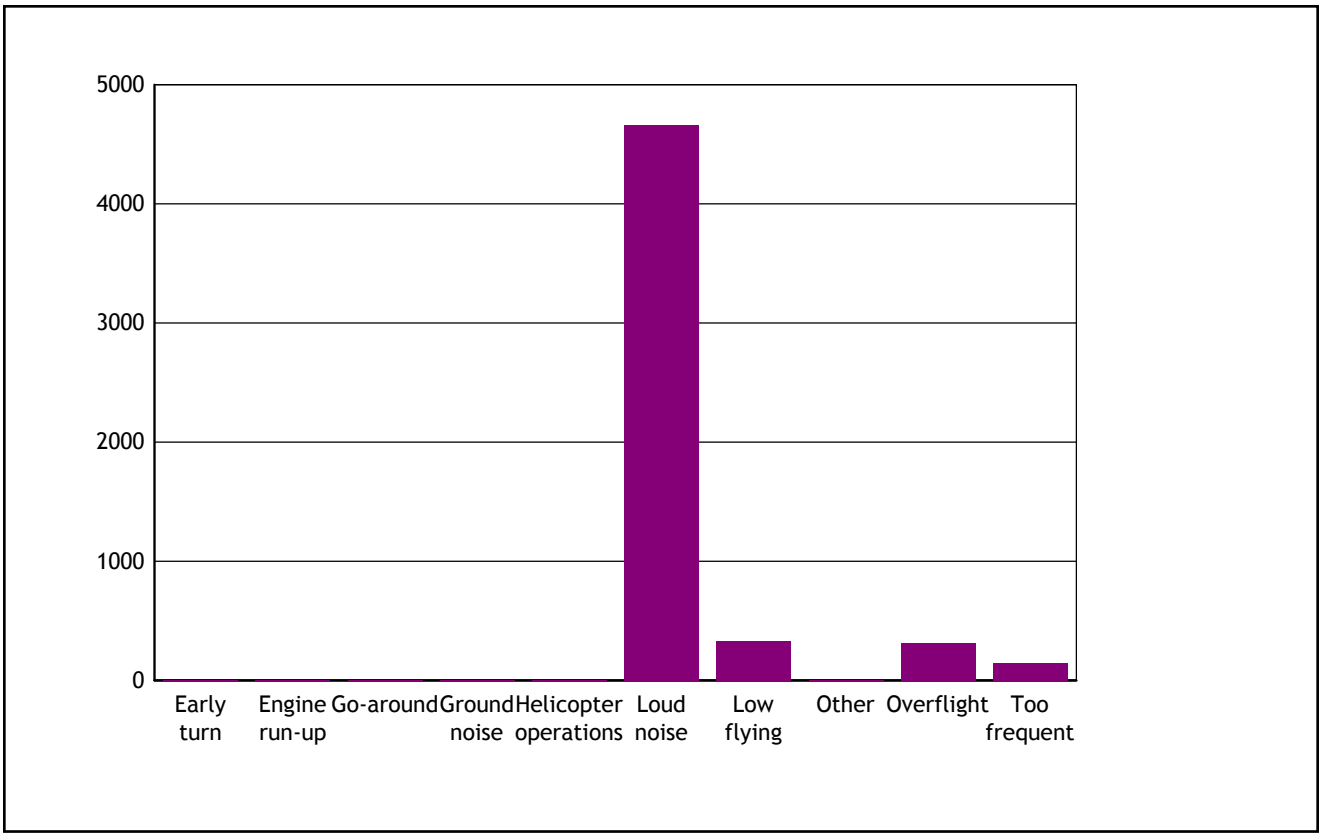
Map 2

*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	3
Engine run-up	4
Go-around	3
Ground noise	2
Helicopter operations	2
Loud noise	4667
Low flying	331
Other	2
Overflight	316
Too frequent	148
TOTAL	**5,478**

*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 : June 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
06/09/2016	6:26:28		LJ60	07R	FAA Flight Check Operation	7
06/06/2016	4:43:24	ABX7002	B763	24R	Deviation from Over-Ocean Ops	2
06/14/2016	23:17:51	HAL62	A332	24R	Standard Arrival Operation	2

Note

ABX	AIRBORNE EXPRESS
FLC	FINFO FLIGHT INSPECTION AIRCRAFT
HAL	HAWAIIAN AIRLINES

Aircraft Noise Community Response Report
Deviations from Over-Ocean Operations
(Between Midnight and 0630 Hours)
Los Angeles International Airport
Period : June 2016

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
6/1/2016	00:00:00	00:14:59	00:14:59	West Flow	Low Ceilings
6/2/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/3/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/4/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/5/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/6/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/7/2016	00:00:00	00:50:59	00:50:59	West Flow	Low Ceilings/Volume
6/8/2016	00:00:00	01:53:59	01:53:59	West Flow	Low Ceilings/Volume
6/8/2016	06:06:00	06:29:59	00:23:59	West Flow	Unknown
6/9/2016	00:00:00	00:14:59	00:14:59	West Flow	Over Ocean Operations Transition
6/10/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/11/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Runway 6L Approach Lighting Concerns
6/12/2016	00:00:00	00:09:59	00:09:59	West Flow	Design Group VI
6/12/2016	06:18:00	06:29:59	00:11:59	West Flow	West Operations Transition
6/13/2016	00:00:00	00:19:59	00:19:59	West Flow	SoCal TRACON Decision
6/14/2016	00:00:00	00:11:59	00:11:59	West Flow	Departure Volume
6/14/2016	06:19:00	06:29:59	00:10:59	West Flow	West Operations Transition
6/15/2016	00:00:00	00:07:59	00:07:59	West Flow	Due to Arrivals
6/15/2016	06:13:00	06:29:59	00:16:59	West Flow	Unknown
6/16/2016	00:00:00	00:07:59	00:07:59	West Flow	Over Ocean Operations Transition
6/16/2016	06:17:00	06:29:59	00:12:59	West Flow	SoCal TRACON Decision
6/17/2016	06:07:00	06:29:59	00:22:59	West Flow	Unknown
6/18/2016	00:00:00	00:05:59	00:05:59	West Flow	Over Ocean Operations Transition
6/18/2016	06:22:00	06:29:59	00:07:59	West Flow	West Operations Transition

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
6/19/2016	06:00:00	06:29:59	00:29:59	West Flow	SoCal TRACON Decision
6/20/2016	00:00:00	00:34:59	00:34:59	West Flow	Volume
6/20/2016	06:07:00	06:29:59	00:22:59	West Flow	SoCal TRACON Advised
6/21/2016	00:00:00	02:43:59	02:43:59	East Flow	Wind
6/21/2016	03:43:00	06:29:59	02:46:59	West Flow	SoCal TRACON Advised
6/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Fog
6/23/2016	00:00:00	06:29:59	06:29:59	West Flow	Fog
6/24/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/25/2016	05:54:00	06:29:59	00:35:59	West Flow	SoCal TRACON Decision
6/26/2016	00:00:00	06:29:59	06:29:59	West Flow	Construction
6/27/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Construction
6/28/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
6/29/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
6/30/2016	00:00:00	00:05:59	00:05:59	West Flow	Arrivals Volume
6/30/2016	06:16:00	06:29:59	00:13:59	West Flow	West Operations Transition

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/1/16	1:45 am	6/1/16	1:28 am	Culver City	Low flying	At the reported time, an Airbus 300 on arrival to LAX was observed over your area at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Over Ocean Operations (OOO) arrival procedure for LAX. 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 to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), 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. 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. On September 2nd, 2016 the FAA released the Final Environmental Assessment (EA), Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the FAA Southern California (SoCal) Metroplex project. The FAA SoCal Metroplex project, when implemented beginning November 2016 through April 2017, will result in changes as to where and how aircraft fly and may affect your area. For more information please visit www.lawa.org and type FAA Metroplex in the search bar. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.

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
6/1/16	1:16 pm	6/1/16	1:16 pm	Malibu	Overflight	There were no LAX operations observed over your area at the reported time of 1:16 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 1:09 p.m., an Embraer 170 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 9,300'. 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. These aircraft may fly over your area at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U turn at or past the 110 freeway for final approach. 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. At 1:12 p.m., a General Aviation (GA) Cessna 172 was observed 0.5 miles south of your residence at an approximate altitude of 5,100'. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. 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. The volume of operations at LAX has been increasing incrementally since a record low 2009, so compared to the last 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 on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, click on “North Downwind Arrival Study”. On September 2nd, 2016 the FAA released the Final Environmental Assessment (EA), Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the FAA Southern California (SoCal) Metroplex project. The FAA SoCal Metroplex project, when implemented beginning November 2016 through April 2017, will result in changes as to where and how aircraft fly and may affect your area. For more information please visit www.lawa.org and type FAA Metroplex in the search bar.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/1/16	2:06 pm	6/1/16	1:02 pm	Westlake Village	Too frequent	At 12:59 p.m., a Boeing 737 on arrival to LAX was observed 0.8 miles east of your residence at an approximate altitude of 12,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route to LAX. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at average altitudes above 12,000' as they fly south and continue to descend before turning east towards the SMO VOR. 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 volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. 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 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 seem louder than usual.
6/1/16	6:49 pm	5/30/16	12:59 pm	Los Angeles	Low flying	At the reported time, a C17 military aircraft was observed over your area at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft may have been part of the Memorial Day Observance at the Woodlawn Cemetery in Santa Monica. This aircraft was not associated with LAX operations. Please note that LAX has no jurisdiction over military aircraft operations or operations in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
6/1/16	9:40 pm	6/1/16	9:40 pm	Culver City	Loud noise	At the reported time, a Boeing 777 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed over your area at an approximate altitude of 7,000'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over 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 activity. This includes altitude 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
6/2/16	12:13 am	6/2/16	12:12 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.3 miles south of your residence following the Westerly Operations arrival route at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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.

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
6/2/16	2:06 am	6/2/16	2:05 am	Culver City	Loud noise	At the reported time, a McDonnell Douglas MD11 on arrival to LAX was observed 0.24 miles south of your residence following the Westerly Operations arrival route at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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.

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
6/2/16	2:22 am	6/2/16	2:22 am	Culver City	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed 0.3 miles south of your residence following the Westerly Operations arrival route at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/2/16	8:56 am	6/1/16	7:41 pm	Los Angeles	Loud noise	At the reported time, an Airbus 319 was observed 0.36 miles south of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to loss of separation from the preceding arrival and the pilot was instructed by the FAA Air Traffic Control (ATC) to turn right heading 270 degrees to re-enter the arrival pattern. This resulted in the aircraft flying over/near your community. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/2/16	9:04 am	6/2/16	9:04 am	Culver City	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 to LAX. This aircraft flew 0.3 miles south of your residence at an approximate altitude of 6,400' 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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500', for final approach. 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. *
6/2/16	10:10 am	6/2/16	9:04 am	Gardena	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. LAX operations do not usually fly over your area. Your area is subject to aircraft operations from Hawthorne Municipal Airport (HHR). Please contact HHR at 310-349-1635 for more information about their daily flight operations. It is also possible that the loud noise you are observing may be attributed to departure backblast resulting from engines at full power for takeoff. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
6/2/16	1:16 pm	6/1/16	1:59 am	Gardena	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. LAX operations do not usually fly over your area. At the reported time, an Airbus 320 departed from the north complex runway 24L which is approximately 6 miles northwest of your residence. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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
6/2/16	1:23 pm	6/1/16	2:04 am	Gardena	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. LAX operations do not usually fly over your area. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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 seem louder than usual.
6/2/16	7:03 pm	6/2/16	7:02 pm	Culver City	Loud noise	At the reported time, an Airbus 320 was observed 0.4 miles north of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to loss of visibility on arrival. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as it returns 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.
6/2/16	8:04 pm	6/2/16	6:52 pm	Monterey Park	Low flying	At the reported time, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the extended downwind leg of the standard FAA arrival route to LAX. 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'. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, at an average altitude of 2,500', for final approach. The FAA ATC sometimes instructs aircraft to make this U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area. 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. 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
6/2/16	9:12 pm	6/2/16	8:00 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to loss of visibility on arrival. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. The reported aircraft was not observed flying over your area. 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.
6/2/16	10:20 pm	6/2/16	10:18 pm	Culver City	Loud noise	At the reported time, an Airbus 319 on arrival to LAX was observed following the standard arrival procedure 0.4 miles north of your area at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 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 arrival procedure has been in effect 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 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 seem louder than usual.
6/2/16	10:55 pm	6/2/16	10:52 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the standard published FAA arrival route 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 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. 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 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
6/3/16	3:04 am	6/3/16	2:55 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of 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
6/3/16	4:12 am	6/3/16	3:45 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time of 3:45 a.m. base on available Federal Aviation Administration (FAA) radar flight track data. At 3:53 a.m., a Boeing 767 on arrival to LAX was observed 0.8 miles north of your residence following the Westerly Operations arrival route to LAX at an approximate altitude of 6,900'. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). 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 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.
6/3/16	4:30 am	6/3/16	4:29 am	Culver City	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 4:29 a.m. a McDonnell Douglas MD-11 cargo jet departed LAX from the south inboard runway 25R which is located approximately 4.6 miles south of your residence. 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, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. 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
6/3/16	4:42 am	6/3/16	4:41 am	Culver City	Loud noise	At the reported time, a Boeing 757 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established Westerly Operations arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,700' based on available FAA radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather (low ceilings). 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 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. *
6/3/16	9:16 am	6/3/16	8:10 am	Los Angeles	Loud noise	At the reported time, no LAX operations were observed to be in flight south of your residence based on available Federal Aviation Administration (FAA) radar flight track data. All LAX arriving aircraft at that time were observed approximately 0.8 miles north of your residence following the Westerly Operations standard arrival route for LAX. The loud noises you observed on the reported morning may be attributed to departure backblast resulting from engines at full power for takeoff toward the west over the ocean. Certain atmospheric/weather conditions, such as low cloud ceilings (as was the case on the reported day), may amplify aircraft noise and make it seem louder than usual. 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 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
6/3/16	10:35 am	6/3/16	6:59 am	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 6,300' based on available FAA radar flight track data. No unusual activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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 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 activity. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/3/16	5:44 pm	6/3/16	4:39 pm	Los Angeles	Loud noise	There were no unusual operations at LAX during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and reverse engine thrust. On the reported day, LAX was experiencing low ceilings which may have amplified aircraft noise. Certain atmospheric/weather conditions, such as temperature inversion or low cloud layers, may amplify aircraft noise and make it seem louder than usual. 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 activity with the major emphasis on safety.
6/3/16	5:54 pm	6/3/16	5:53 pm	El Segundo	Loud noise	There were no unusual operations at LAX at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and reverse engine thrust. On the reported day, LAX was experiencing low ceilings which may have amplified aircraft noise. Certain atmospheric/weather conditions, such as temperature inversion or low cloud layers, may amplify aircraft noise and make it seem louder than usual. 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 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
6/4/16	12:59 am	6/4/16	12:59 am	Inglewood	Loud noise	At 12:56 a.m., a Canadair Regional Jet 700 was observed 0.6 miles north of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route to LAX. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the south runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers (as was the case on the reported day), may amplify aircraft noise and make it seem louder than usual.
6/4/16	9:53 am	6/4/16	8:51 am	La Habra Heights	Loud noise	At the reported time, a Beech 1900 twin propeller aircraft was observed 1.5 miles north of your residence at an approximate altitude of 5,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was entering the final approach pattern as it was arriving from Prescott Municipal Airport (PRC). No unusual activity was observed 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. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
6/4/16	9:56 am	6/4/16	8:53 am	La Habra Heights	Go-around	There were no go-arounds observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a King Air BE9L twin propeller aircraft was observed 2.5 miles west of your residence at an approximate altitude of 2,000'. This operation originated from and terminated at Los Alamitos Army Airfield (SLI) and was not associated with LAX operations. This operation appears to be a survey flight based on available Federal Aviation Administration (FAA) radar flight track data. For more information regarding this operation, please contact SLI at 562-795-2573. 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 activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/4/16	12:29 pm	6/4/16	4:40 am	Culver City	Loud noise	At the reported time, an Airbus 330 following the Westerly Operations arrival route to LAX was observed over your area at an approximate altitude of 5,100' 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 maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). 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 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. At 4:39 a.m., when the reported aircraft was approximately 5.7 miles west of your residence, the FAA ATC instructed the pilot to descend and maintain an altitude of 2,600'. The FAA may issue altitude and heading instructions at their discretion for aircraft safety or to coordinate air traffic flow. 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
6/4/16	12:30 pm	6/4/16	4:45 am	Culver City	Loud noise	At the reported time, a Boeing 777 following the Westerly Operations arrival route to LAX was observed over your area at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported 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 (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/4/16	12:30 pm	6/4/16	4:54 am	Culver City	Loud noise	At the reported time, a Boeing 737 following the Westerly Operations arrival route to LAX was observed over your area at an approximate altitude of 6.100' 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 maintained LAX air traffic flow in Westerly Operations due to low ceilings. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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.
6/4/16	4:58 pm	6/4/16	11:45 am	La Habra Heights	Loud noise	At the reported time, a Super King Air Beechcraft 350 twin turbo prop aircraft was observed 0.5 miles south of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. This flight originated from Las Vegas McCarran Airport (LAS) en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information regarding this operation, please contact HHR at (310) 349-1635. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/4/16	5:03 pm	6/4/16	11:49 am	La Habra Heights	Go-around	There were no go-arounds or other aircraft operations observed over your area at the reported time of 11:49 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. The closest operation to your residence at the reported time was an Airbus 320 following standard arrival procedures for LAX. This aircraft was observed 3.4 miles north of your residence at an approximate altitude of 8,200' 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 activity. This includes altitude and direction of flight 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.
6/5/16	9:43 pm	6/5/16	8:23 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew over your area at an approximate altitude of 4,600' 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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain an altitude of 2,600'. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow for weather or aircraft safety. Lateral distance, altitude, and time between aircraft are elements of the separation standards implemented by the FAA. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
6/5/16	11:07 pm	6/5/16	11:05 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA)-published standard arrival route. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 5,300' based on available FAA radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 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. 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 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
6/5/16	11:46 pm	6/5/16	11:46 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.3 miles northeast of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make 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. At 11:42 p.m., when this aircraft was 19 miles northwest of your residence, flying south towards BAYST, the FAA Air Traffic Control (ATC) instructed the pilot to turn left and fly direct to the SMO VOR. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. This may sometimes result in aircraft not flying the standard route/navigation points. The FAA ATC determines the required rate of descent for sequencing aircraft on arrival. These are common FAA practices to ensure safety in flight. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
6/6/16	4:43 am	6/6/16	4:04 am	Inglewood	Loud noise	At the reported time of 4:04 a.m., a Boeing 777 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time of 4:08 a.m., a Boeing 747 on arrival to LAX was observed 0.3 miles south of your area at an approximate altitude of 1,300' based on available FAA radar flight track data. These aircraft were following the standard Westerly Operations arrival route to LAX. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers (as was the case on the reported day), 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
6/6/16	5:03 am	6/6/16	4:41 am	Inglewood	Loud noise	At the reported time of 4:41 a.m., a Boeing 767 on arrival to LAX was observed 0.35 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route to LAX. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume of other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/6/16	8:32 am	6/6/16	7:26 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 1.3 miles north of your residence at an approximate altitude of 5,100' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/6/16	9:03 am	6/5/16	6:55 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to loss of visibility on arrival. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying 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.
6/6/16	9:08 am	6/6/16	9:00 am	Huntington Park	Too frequent	On the reported morning, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions 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
6/6/16	9:08 am	6/6/16	4:30 am	Los Angeles	Loud noise	At the reported time, a Boeing 767 was observed 0.4 miles south of your residence at an approximate altitude of 1,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around from runway 24R due to localizer signal loss. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. This type of operation will happen from time to time. 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.
6/6/16	9:41 pm	6/6/16	9:39 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.6 miles north of your residence following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX at an approximate altitude of 6,000' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years 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 activity with the major emphasis on safety.
6/6/16	10:24 pm	6/6/16	10:22 pm	Culver City	Too frequent	At the reported time, an Airbus 319 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 4,300' 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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence 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 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 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
6/6/16	10:28 pm	6/7/16	9:21 pm	Culver City	Loud noise	At 9:23 p.m., a Boeing 777 on arrival to LAX was observed 0.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the downwind leg of the standard Westerly Operations arrival procedure for LAX and was observed over your area at an altitude consistent with this procedure. During Westerly Operations, usually in effect daily 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 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. 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 activity. This includes altitude and direction of flight 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.
6/6/16	10:50 pm	6/6/16	10:49 pm	Culver City	Loud noise	At the reported time, an Airbus 319 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the downwind leg of the standard Westerly Operations arrival procedure for LAX and was observed over your area at an altitude consistent with this procedure. During Westerly Operations, usually in effect daily 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 your residence 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 airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. 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
6/7/16	8:48 am	6/7/16	8:45 am	Los Angeles	Low flying	At the reported time, there was an unknown helicopter observed over your area at an approximate altitude of 300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft 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 operating under VFR may fly at their discretion following FAA regulations. 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. This includes altitude and direction of flight with the major emphasis on safety. For aircraft safety concerns please contact the FAA's Flight Standards District Office (FSDO) at 562-420-1755 or by visiting www.faa.gov/contact and click on "Contact your local FSDO".
6/7/16	10:17 am	6/7/16	10:17 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.2 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 northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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. 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 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
6/7/16	10:19 am	6/7/16	10:19 am	Los Angeles	Loud noise	At the reported time, a Boeing 787 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 6,800' 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 northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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 observed over your area at an altitude consistent with this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/7/16	10:22 am	6/7/16	10:22 am	Los Angeles	Loud noise	At the reported time, an Embraer 170 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 7,200' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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. 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 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
6/7/16	10:25 am	6/7/16	10:24 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 7,000' 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 northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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. 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.
6/7/16	10:29 am	6/7/16	10:29 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 7,900' 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 northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue 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. 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. *
6/7/16	11:30 am	6/7/16	11:30 am	Monterey Park	Overflight	Unable to investigate due to incomplete information provided by the caller.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/7/16	4:46 pm	6/6/16	3:30 am	Los Angeles	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 4:00 a.m. on the reported morning, a Boeing 747 on arrival to LAX was observed 2 miles south of your residence at an approximate altitude of 8,800'. This aircraft was following the standard Westerly Operations arrival procedure for LAX and was observed over your area at an altitude consistent with this procedure. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). 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. These aircraft may fly over your area at altitudes above 7,000' as they descend towards the SMO VOR and continue 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 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. These published FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with a 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
6/7/16	10:15 pm	6/7/16	10:13 am	La Habra Heights	Low flying	Your residence is located 1.7 miles south of the final leg of the Federal Aviation Administration (FAA)-established standard arrival route for aircraft arriving from the east to land on the south runway complex at 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. Aircraft on the final leg are usually at average altitudes above 6,000' when passing near your area. You may also observe arrivals from the south as they merge into the final leg of the arrival pattern. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located southwest of your residence at Los Alamitos Joint Forces Training Base, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. It is unusual for aircraft to fly this far east after the Seal Beach VOR before turning west to join the final leg of the standard arrival route; however, the FAA Air Traffic Control may instruct aircraft to fly further east than usual and/or to fly at lower altitudes to accommodate air traffic flow and spacing. The FAA may assign flight altitudes and headings at their sole discretion. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. The LAX Community Noise Roundtable was created to reduce and mitigate the adverse noise impacts that the users of Los Angeles International Airport create on the surrounding communities, whenever possible, without shifting noise from one community to another. Membership of the Roundtable consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines and LAWA Management. For more information, please visit www.lawa.org and type Community Noise Roundtable in the search bar. Aside from the LAX arrivals in your area, please note that you may also be observing overflights at low altitudes by General Aviation (GA) aircraft. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/8/16	8:00 am	6/7/16	8:50 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles south of your residence at an approximate altitude of 1,100' 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. This type of operation will happen from time to time. 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.
6/8/16	11:47 pm	6/8/16	11:45 pm	Playa Del Rey	Loud noise	There were no unusual aircraft operations observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located about 1 mile northwest of the departure end for the north runway complex at LAX. The noise you observed may be attributed to departure backblast, resulting from engines at full power for takeoff, and arrival reverse engines thrust used to safely slow aircraft upon touchdown. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, 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 last few years there may be more frequent operations. 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 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
6/8/16	11:47 pm	6/8/16	6:09 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed over your area following the downwind leg of the Westerly Operations arrival route at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between 6:06 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 standard daytime Westerly Operations due to hazy low clouds at 700' with a ceiling visibility below 900'. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 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. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/9/16	6:38 am	6/9/16	6:15 am	Manhattan Beach	Overflight	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" 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
6/9/16	7:24 am	6/9/16	5:30 am	Manhattan Beach	Low flying	On the reported morning, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" in the search bar.
6/9/16	8:50 am	6/9/16	6:27 am	Manhattan Beach	Overflight	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" in the search bar.
6/9/16	10:04 am	6/9/16	5:46 am	Manhattan Beach	Loud noise	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" 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
6/9/16	2:51 pm	6/9/16	5:38 am	Manhattan Beach	Low flying	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" in the search bar.
6/9/16	3:22 pm	6/9/16	5:31 am	Manhattan Beach	Low flying	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" in the search bar.
6/9/16	5:21 pm	6/9/16	5:21 am	Manhattan Beach	Loud noise	At the reported time, a Learjet 60 was observed over your area at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This FAA flight check operation circled the area near LAX from 5:25 a.m. to 6:25 a.m. The FAA conducts flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. These flight checks will occur from time to time in order to ensure that the navigational equipment is functioning within acceptable parameters. Please note that LAX has no jurisdiction over FAA flight check operations or 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 more information on FAA flight check operations please visit www.faa.gov and enter "Flight Inspection Operations Group" in the search bar.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/9/16	11:22 pm	6/9/16	10:20 pm	Monterey Park	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.3 miles south of your residence following the extended downwind leg of the arrival route at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic to ensure compliance with FAA-established separation standards. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
6/9/16	11:23 pm	6/9/16	10:21 pm	Monterey Park	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/9/16	11:25 pm	6/9/16	10:23 pm	Monterey Park	Loud noise	At the 10:24 p.m., a regional jet on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
6/9/16	11:37 pm	6/9/16	10:35 pm	Monterey Park	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival 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, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with 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
6/9/16	11:42 pm	6/9/16	10:40 pm	Monterey Park	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA established standard arrival 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, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
6/9/16	11:49 pm	6/9/16	11:40 am	Monterey Park	Loud noise	At 11:41 a.m., a Boeing 737 on arrival to LAX was observed 0.9 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the extended downwind leg of the standard FAA arrival route 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 continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/9/16	11:53 pm	5/29/16	11:48 pm	Monterey Park	Low flying	At 11:46 a.m. on June 9th, 2016, a Boeing 717 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the extended downwind leg of the standard FAA arrival route 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 continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. 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 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 seem louder than usual.
6/10/16	8:13 am	6/9/16	9:15 pm	Monterey Park	Low flying	At 9:21 p.m., a Boeing 777 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 3,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the (FAA)-established standard arrival route to LAX and is subject to numerous arrivals on final approach. 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, usually at an altitude at or above 2,500', for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic to ensure compliance with FAA-established separation standards. When this occurs, aircraft may fly over your area. 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 activity with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/10/16	8:24 am	6/10/16	6:45 am	La Habra Heights	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on the final leg of the standard arrival route to LAX. No unusual activity was observed at the reported time based on available FAA radar flight track data. 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 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 seem louder than usual. *
6/11/16	7:48 am	6/10/16	8:38 pm	Los Angeles	Loud noise	At the reported time, an Airbus 320 was observed 0.5 miles south of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. This type of operation will happen from time to time. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/11/16	9:19 pm	6/11/16	5:47 am	Culver City	Loud noise	At the reported time, a Boeing 757 on arrival to LAX was observed over your area following the Westerly Operations arrival procedure at an approximate altitude of 5,200' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 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. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions 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
6/11/16	9:31 pm	6/11/16	1:00 am	Los Angeles	Loud noise	On the reported morning, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
6/12/16	8:50 am	6/12/16	8:49 am	Pacific Palisades	Loud noise	There were no unusual aircraft operations observed over your area during the reported two hour time period based on available Federal Aviation Administration (FAA) radar flight track data. During the reported time period, all LAX arrival aircraft observed over your area were at altitudes of 8,000' or higher. These aircraft were following the standard Westerly Operations arrival procedure 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. 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/12/16	5:36 pm	6/12/16	5:33 pm	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route 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 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 and there is a wide spread as to where aircraft fly when following this procedure. This spread can 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. 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 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. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
6/12/16	5:37 pm	6/12/16	5:37 pm	Culver City	Loud noise	At the reported time, an Airbus 319 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route 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 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 and there is a wide spread as to where aircraft fly when following this procedure. This spread can 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. 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
6/12/16	6:29 pm	5/24/16	8:54 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route 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 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 and there is a wide spread as to where aircraft fly when following this procedure. This spread can 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. 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 seem louder than usual.
6/12/16	9:26 pm	6/12/16	4:06 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 5,500'. No unusual aircraft activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft 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. 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/13/16	8:49 am	6/10/16	4:31 am	Stevenson Ranch	Low flying	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 4:27 a.m., an Airbus 300 en route to Burbank Bob Hope Airport (BUR) was observed over your area at an approximate altitude of 6,000' based on available FAA radar flight track data. This aircraft was not associated with LAX operations. For more information about this operation or to file a complaint, please contact BUR at 800-441-0409. 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
6/13/16	8:52 am	6/10/16	4:47 pm	Stevenson Ranch	Low flying	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 4:48 p.m. on the reported day, a Boeing 737 was observed over your area at an approximate altitude of 6,000'. This aircraft was en route to Burbank Bob Hope Burbank Airport (BUR) and was not associated with LAX operations. For more information or to file a noise complaint, please contact BUR at 800-441-0409. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.
6/13/16	10:21 am	6/13/16	8:48 am	Los Angeles	Loud noise	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 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route 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 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 activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/13/16	10:22 am	6/13/16	12:09 am	Los Angeles	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.2 miles north of your residence at an approximate altitude of 4,700' based on available Federal Aviation administration (FAA) radar flight track data. On the reported morning, between midnight and 12:20 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations. During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/13/16	10:43 am	6/13/16	9:38 am	Los Angeles	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 4,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route 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 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 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 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
6/13/16	12:15 pm	6/13/16	12:14 pm	Culver City	Loud noise	At the reported time, a Boeing 777 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 6,200'. 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/13/16	9:51 pm	6/13/16	8:46 pm	Rosemead	Too frequent	At the reported time, a Boeing 737 was observed 0.2 miles south of your residence following the extended downwind leg of the arrival route to LAX at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions 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
6/13/16	10:44 pm	6/13/16	9:40 pm	Westlake Village	Loud noise	At the reported time, an Airbus 320 was observed following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft was observed 1.7 miles east of your residence flying southbound at an approximate altitude of 11,000' based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Fillmore VOR (FIM VOR), a fixed navigational point located approximately 15 miles north of your residence in Fillmore, CA. After reaching the FIM VOR, aircraft continue to descend heading south before turning east towards the Santa Monica VOR, a fixed navigational point located southeast 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 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 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 seem louder than usual.
6/13/16	11:24 pm	6/13/16	11:22 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX 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. This aircraft was following the downwind leg of the FAA-established 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 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 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
6/14/16	11:57 am	6/9/16	7:00 pm	Alhambra	Low flying	Your residence is located just north of the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. No LAX operations were observed over your area at the reported time, based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes above 2,500' and this may occur more frequently as the number of operations increases. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
6/14/16	3:29 pm	6/14/16	3:20 pm	Monterey Park	Loud noise	At the reported time, a Boeing 717 following the downwind leg of the standard arrival route to LAX was observed 0.9 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic to ensure compliance with FAA-established separation standards to increase in-flight safety. When this occurs, aircraft may fly over your area and this may occur more frequently as the number of operations increases. 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 activity 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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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/14/16	11:11 pm	6/14/16	11:10 pm	Culver City	Loud noise	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.1 miles south of your residence at an approximate altitude of 6,600'. 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, 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 seem louder than usual.
6/14/16	11:26 pm	6/14/16	11:10 pm	Culver City	Loud noise	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.1 miles south of your residence at an approximate altitude of 6,400'. 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 FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note, airports 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 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
6/15/16	5:31 am	7/19/16	4:15 am	Monterey Park	Low flying	We investigated aircraft operations over your area on the morning your complaint was submitted as the reported date of July 19, 2023 was after the date your complaint was submitted. On June 15th, between 4:00 a.m. and 5:30 a.m., there were no aircraft operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the Westerly Operations extended downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving 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. During Westerly Operations, aircraft may fly over or near your area at altitudes above 2,500'. 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 proceed westbound to make a U-turn over the ocean. Aircraft following this procedure may fly approximately 5 miles south of your residence at an average altitude of 10,000' as they fly westbound towards the SMO VOR. 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. On June 15th, the date your complaint was submitted, the FAA ATC transitioned LAX air traffic flow to OOO between 12:14 a.m. and 6:13 a.m. These published FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 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
6/15/16	3:13 pm	6/15/16	10:01 am	Monterey Park	Too frequent	At the reported time, an Airbus 380 following the extended downwind leg of the arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 3,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX and is subject to numerous arrivals during Westerly Operations. 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, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic to ensure compliance with FAA-established separation standards. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 activity with the major emphasis on safety. Los Angeles World Airports (LAWA) Noise Management does not return phone calls, but investigates and responds in writing (when a response is requested) to up to five complaints per person per month.
6/15/16	4:38 pm	6/15/16	4:38 pm	Monterey Park	Too frequent	Your residence is located under the Westerly Operations extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX and is subject to numerous 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 navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 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
6/16/16	10:32 pm	6/16/16	12:00 am	Culver City	Loud noise	There were no LAX operations observed over your area at the reported time of 12:00 a.m., based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, the FAA Air Traffic Control (ATC) was transitioning LAX air traffic flow from Westerly Operations to Over Ocean Operations (OOO). OOO started at 12:08 a.m. Your residence is subject to arrivals to LAX during Westerly Operations and OOO. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL, and proceed westbound to make a U-turn 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 FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/17/16	8:15 pm	6/17/16	6:12 am	Los Angeles	Loud noise	Unable to investigate complaint, insufficient address information.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/17/16	8:21 pm	6/17/16	6:17 pm	El Segundo	Loud noise	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 the reported time, a Boeing 747 was observed 0.36 miles northwest of your residence at an approximate altitude of 2,100' based on available FAA radar flight track data. This aircraft executed an FAA-initiated go-around from runway 25L due to intrail spacing. The pilot of this aircraft was instructed to turn left heading 220 degrees to maintain separation from the preceding departure 3 miles ahead. 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying 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.
6/18/16	1:26 am	6/17/16	9:30 pm	El Segundo	Ground noise	We were unable to determine the source of the reported noise based on available information. There was no unusual aircraft activity during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. Noise Monitoring Terminals (NMT's) ESG1 (located 0.3 miles northwest of your residence) and ESG 2 (located 0.5 miles north of your residence) did not register any noise events attributed to engine run-up activity. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. 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
6/18/16	7:29 am	6/18/16	12:45 am	Culver City	Loud noise	At the reported time, a Boeing 757 on arrival to LAX was observed over your area at an approximate altitude of 9,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying westbound following the Over Ocean Operations (OOO) arrival route to LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO 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 to make a U-turn over the ocean for final approach. During OOO, aircraft may fly over your area heading west 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. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/18/16	11:40 pm	6/18/16	11:25 pm	El Segundo	Loud noise	On the reported day (6/9/16) at 10:20 p.m., a Boeing 737 was observed over your area at an approximate altitude of 1,400' 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 on approach). The FAA Air Traffic Control (ATC) instructed the pilot to turn left heading 190 degrees. A go-around is a procedure used for arrival aircraft when the pilot or the FAA 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 Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as it returns 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. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/19/16	12:37 pm	6/19/16	11:02 am	Hawthorne	Loud noise	There were no unusual LAX operations observed during the reported time period, June 17th, at 8:00 p.m. to June 19th at 8:00 a.m., based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, 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 last few years there may be more frequent operations.
6/19/16	8:47 pm	6/19/16	8:46 pm	Los Angeles	Loud noise	There were no unusual LAX operations observed on the reported nights, June 15th - June 19th, based on available Federal Aviation Administration (FAA) radar flight track data. There was no construction activity scheduled during the reported time period. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, 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 last few years there may be more frequent operations.
6/19/16	8:53 pm	6/19/16	7:46 pm	Los Angeles	Loud noise	There were no unusual LAX operations observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/19/16	10:09 pm	6/19/16	9:25 pm	Los Angeles	Ground noise	There were no unusual LAX operations observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.4 miles north of the final approach leg for the standard arrival route to LAX and is subject to numerous arrivals. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Noise Monitor Terminals WCH3 (0.7 miles west of your residence) and WCH5 (0.5 miles southeast of your residence) registered several 60 second duration noise events with the highest dB reading of 80.6 dB at 9:04 p.m. It is possible that noise from arrivals and departures may have been amplified due to wind conditions (210 degrees at 9 knots). Certain atmospheric/weather conditions, such as temperature inversions or wind, may amplify aircraft noise and make it seem louder than usual.
6/19/16	10:41 pm	6/19/16	9:35 pm	Los Angeles	Loud noise	No unusual activity was observed during the reported hour based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.7 miles north of outboard runway 06L/24R. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, wind, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. It is possible that, during the reported time period, the noise from arrivals and departures may have been amplified due to wind conditions (210 degrees at 9 knots).
6/20/16	6:27 am	6/20/16	6:27 am	Playa Del Rey	Loud noise	No unusual activity was observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.7 miles north of outboard runway 06L/24R. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, wind, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. It is possible that, during the reported time period, the noise from arrivals and departures may have been amplified due to wind conditions (210 degrees at 9 knots).
6/20/16	7:21 am	6/20/16	6:14 am	Hawthorne	Loud noise	There were no unusual aircraft operations in the days leading up to your complaint based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. 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
6/20/16	2:27 pm	6/18/16	5:35 am	Gardena	Loud noise	No aircraft activity was observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 747 departed from the inboard runway 25R on the south runway complex at LAX, approximately 4.4 miles northwest of your residence. 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, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/20/16	2:29 pm	6/18/16	5:39 am	Gardena	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. LAX operations do not usually fly over your residence. At the reported time, a Boeing 737 departed from runway 25R, located approximately 4.4 miles northwest of your residence. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. 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 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 seem louder than usual.
6/20/16	5:53 pm	6/20/16	4:49 pm	Los Angeles	Loud noise	There were no unusual aircraft operations on the reported day based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 1 mile north of the north runway complex at LAX. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, 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 last few years there may be more frequent operations.
6/20/16	10:35 pm	6/20/16	10:35 pm	Santa Monica	Loud noise	Unable to investigate, insufficient address information.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/21/16	1:18 am	6/21/16	12:08 am	Palos Verdes Estates	Overflight	On the reported morning the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 12:00 a.m. and 2:44 a.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, departing aircraft will make a U-turn back to the west and may fly near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
6/21/16	1:28 am	6/21/16	1:15 am	Inglewood	Loud noise	At the reported time, a Boeing 777 was observed 0.4 miles north of your residence at an approximate altitude of 1,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning the FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 12:00 a.m. and 2:44 a.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, departing aircraft will fly over your area at altitudes above 1,500'. Historically, Easterly Operations are in effect less than 5% of the time, annually. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.
6/21/16	1:59 am	6/21/16	1:58 am	Hawthorne	Loud noise	Unable to investigate, insufficient address information.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/21/16	3:03 pm	6/21/16	4:53 am	Gardena	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 4:52 a.m. on the reported morning, a Boeing 777 departed LAX from runway 25R, located approximately 4.4 miles northwest of your residence. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual. *
6/21/16	4:14 pm	6/21/16	4:14 pm	Los Angeles	Loud noise	Your residence is located under 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 Federal Aviation Administration (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 activity with the 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 more information, please visit LAWA's Soundproofing Program webpage at www.lawa.org, type "soundproofing" in the search bar, and click on "Soundproofing Program".

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/21/16	4:28 pm	6/21/16	3:20 pm	Los Angeles	Loud noise	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". Los Angeles World Airports (LAWA) Noise Management investigates and provides follow-up responses via written letter to up to five complaints per person per month, if a response is requested. The complaint you submitted on March 24th, 2016 at 10:49 a.m. was received and counted, however, a response was not requested.
6/21/16	9:56 pm	6/21/16	7:24 pm	La Habra Heights	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.8 miles west of your residence at an approximate altitude of 4,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following altitude and heading instructions by the FAA Air Traffic Control (ATC). Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. The FAA ATC may instruct aircraft to fly further east than usual and/or to fly at lower altitudes to accommodate air traffic flow and spacing. 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.
6/21/16	11:29 pm	6/21/16	11:27 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,300' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure 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 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
6/22/16	2:03 am	6/22/16	2:00 am	Inglewood	Too frequent	At the reported time of 2:00 a.m., a Boeing 777 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Westerly Operations arrival route to LAX. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (fog). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
6/22/16	11:01 am	6/22/16	11:03 am	Inglewood	Overflight	Your residence is located approximately 0.3 miles north of the standard Westerly Operations arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX fly approximately 0.3 miles south of your residence at an average altitude of 1,200'. This standard Federal Aviation Administration (FAA) arrival procedure for LAX has been in place for many years. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. 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
6/23/16	2:44 am	6/23/16	2:41 am	Inglewood	Overflight	At 1:01 a.m. on the reported morning, a Boeing 767 was observed 0.4 miles south of your residence following the Westerly Operations arrival procedure for LAX at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (fog). During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 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 seem louder than usual.
6/23/16	7:04 am	6/23/16	6:00 am	Inglewood	Loud noise	There were no aircraft operations observed over your residence at the reported time of 6:00 a.m. At 5:47 a.m., a Boeing 737 was observed over your area following the final leg of the arrival route to LAX at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft landing on the north runway complex at LAX during Westerly Operations and is subject to numerous arrivals on final approach. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (fog). Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. 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
6/23/16	9:26 am	6/23/16	3:27 am	Culver City	Loud noise	There were no aircraft operations observed over your area at the reported time of 3:27 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 3:31 a.m., a Boeing 767 on arrival to LAX was observed 0.65 miles north of your residence at an approximate altitude of 6,600' based on available 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 (fog). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 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 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
6/23/16	9:33 am	6/22/16	8:23 am	Whittier	Loud noise	Your residence is located on the base leg of the Federal Aviation Administration (FAA)-established Westerly Operations arrival route to LAX and is subject to numerous 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 navigational point located at Santa Monica Airport, 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 Air Traffic Control (ATC) sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic and may be more frequent as operations increase. When this occurs, aircraft may fly over your area, usually at or above 2,500', as they make the U-turn to join the final leg of the arrival pattern, located approximately 0.9 miles south of your residence. This 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. Your area is also subject to aircraft arriving to LAX from the east following the final leg the standard arrival route. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
6/23/16	9:40 am	6/23/16	4:58 am	Culver City	Loud noise	On the reported morning, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (fog). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity 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
6/23/16	3:03 pm	6/23/16	4:00 am	Inglewood	Too frequent	At 3:57 a.m., a Boeing 777 following the final leg of arrival route to LAX was observed over your area at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard Westerly Operations arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (fog). Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. 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 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 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
6/24/16	2:40 am	6/24/16	2:33 am	Culver City	Loud noise	At the reported time, a Boeing 747 was observed 0.7 miles north of your residence following the Federal Aviation Administration (FAA)-established standard arrival route to LAX at an approximate altitude of 6,500' based on available FAA radar flight track data. On the reported morning, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 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. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with the major emphasis on safety.
6/24/16	8:31 am	6/23/16	11:15 am	La Habra Heights	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 11:13 a.m., an unknown General Aviation (GA) aircraft was observed flying west 1.6 miles south of your residence at an approximate altitude of 2,600'. This aircraft was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft 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 activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/24/16	10:53 am	6/24/16	10:53 am	Los Angeles	Too frequent	At the reported time, an Airbus 320 was observed over your residence at an approximate altitude of 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard Westerly Operations arrival route for aircraft landing on the south runway complex at LAX and is subject to numerous arrivals on final approach. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the east fly over your area at an average altitude of 1,600'. This FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
6/24/16	12:07 pm	6/24/16	11:15 am	Monterey Park	Too frequent	At the reported time, a Boeing 737 was observed 0.3 miles south of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the standard arrival route to LAX and is subject to numerous 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 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 sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 activity with the major emphasis on safety.
6/24/16	1:03 pm	6/24/16	9:43 am	La Habra Heights	Low flying	At the reported time, an unknown helicopter operation was observed 2.7 miles northeast of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. 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 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
6/24/16	11:15 pm	6/24/16	11:13 pm	Pacific Palisades	Loud noise	The reported aircraft, a Hawaiian Airlines (HAL62) Airbus 320 on arrival to LAX was observed 1.8 miles south of your residence at an approximate altitude of 8,500' MSL based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft crossed over the Santa Monica VOR, a fixed navigational point located east of your residence at Santa Monica Airport (SMO), at an altitude of 7,100' MSL. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the SMO VOR, at or above 7,000' MSL. These aircraft may fly over your area approaching the SMO VOR at altitudes above 7,000' after which 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 arrival procedure for LAX has been in place for many years. 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 activity with the major emphasis on safety.
6/25/16	6:48 am	6/25/16	6:45 am	Los Angeles	Loud noise	There were no LAX operations observed over your area at the reported time of 6:45 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. The nearest operation to your residence, a regional jet, was observed at 6:39 a.m., approximately 3.9 miles south of your residence at an approximate altitude of 8,900' based on available FAA radar flight track data. This aircraft was following the downwind leg of the FAA-established arrival route to LAX and was observed over your area at an altitude consistent with this procedure. 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. These aircraft may fly over your area approaching the SMO VOR at altitudes above 7,000' after which 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 LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
6/25/16	6:25 pm	6/25/16	6:25 pm	Playa Del Rey	Overflight	There were no Early Turn departures observed over your area on the reported day between 6:00 p.m. and 6:30 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. All departures followed standard FAA 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/25/16	8:18 pm	6/25/16	8:16 pm	Culver City	Low flying	At the reported time, a Boeing 757 following the downwind leg of the standard arrival route was observed 0.5 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles south of the downwind leg for 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. 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 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 seem louder than usual. *
6/27/16	8:43 am	6/27/16	12:22 am	La Habra Heights	Loud noise	At the reported time, a Cirrus SR22 general aviation aircraft was observed over your area at an approximate altitude of 3,500' 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. For more information about this operation, please contact BUR at 800-441-0409. 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.
6/27/16	12:20 pm	6/27/16	12:20 pm	Los Angeles	Loud noise	Your residence is located approximately 0.25 miles south of the standard arrival route for aircraft landing on the south runway complex at LAX and is subject to numerous arrivals on final approach. This standard Federal Aviation Administration (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 activity with the 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 more information, please visit LAWA's Soundproofing Program webpage at www.lawa.org, type "soundproofing" in the search bar, and click on "Soundproofing Program".

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/27/16	2:29 pm	6/27/16	1:25 pm	Los Angeles	Too frequent	At the reported time, a Boeing 737 on arrival to LAX was observed 2.2 miles south of your residence at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly near your area at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 near your area at an altitude consistent with 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 activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may 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 on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, click on “North Downwind Arrival Study”.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/27/16	2:41 pm	6/27/16	1:32 pm	La Habra Heights	Low flying	Your residence is located 1.7 miles south of the final leg of the Federal Aviation Administration (FAA)-established standard arrival route for aircraft arriving on the south runway complex at LAX. Aircraft on the final leg are usually at average altitudes above 6,000' when passing near your area. You may also observe arrivals from the south as they join the final leg of the arrival pattern. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located southwest of your residence at Los Alamitos Joint Forces Training Base, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. It is unusual for aircraft to fly this far east before turning west to join the final leg of the standard arrival route; however, the FAA Air Traffic Control may instruct aircraft to fly further east than usual and/or to fly at lower altitudes to accommodate air traffic flow and spacing. The FAA may assign flight altitudes and headings at their sole discretion. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
6/28/16	7:06 am	6/28/16	7:03 am	Culver City	Overflight	At the reported time, a Boeing 737 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.5 miles north of your residence at an approximate altitude of 5,500'. No unusual aircraft activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft 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. 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 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 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
6/28/16	9:17 am	6/28/16	4:58 am	Culver City	Loud noise	At the reported time, a Boeing 757 following the downwind leg of the arrival route to LAX was observed 0.7 miles north of your residence at an approximate altitude of 4,700' 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 maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily 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. The reported aircraft was instructed by the FAA ATC to cross the SMO VOR at or above 5,000' due to weather conditions. 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. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. The FAA may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 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
6/28/16	3:13 pm	6/28/16	3:13 pm	Pacific Palisades	Loud noise	The reported aircraft, a China Airlines (CAL006) Boeing 777 on arrival to LAX was observed 0.3 miles south of your residence at an approximate altitude of 10,000' 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 Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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. At 3:09 p.m., the FAA instructed the pilot to fly direct to Santa Monica resulting in the aircraft flying closer to your community. The FAA may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. 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 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
6/28/16	5:24 pm	6/28/16	4:30 am	Culver City	Loud noise	The reported aircraft, a Hawaiian Airlines (HAL56) Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,000'. The FAA Air Traffic Control (ATC) instructed the pilot of this aircraft to cross the Santa Monica VOR at an altitude of 5,000' and descend and maintain an altitude of 3,000' due to weather conditions. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. On the reported morning, between midnight and 6:30 a.m., the FAA ATC deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. 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 activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/29/16	12:50 am	6/28/16	11:43 pm	Inglewood	Overflight	On the reported day, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, your residence is subject to numerous arrivals on final approach to the south runway complex at LAX. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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 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 seem louder than usual.
6/29/16	6:26 pm	6/29/16	6:00 pm	Culver City	Loud noise	At 6:23 p.m., a Boeing 737 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established Westerly Operations arrival route 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 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/29/16	11:30 pm	6/29/16	9:09 pm	Long Beach	Overflight	The reported aircraft, a Boeing 787 LAX departure was observed 2 miles southeast of your residence at an approximate altitude of 14,300' based on available Federal Aviation administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.
6/29/16	11:31 pm	6/29/16	9:14 pm	Long Beach	Overflight	The reported aircraft, a Boeing 737 LAX departure was observed 0.6 miles northwest of your residence at an approximate altitude of 15,200' based on available Federal Aviation administration (FAA) radar flight track data. Standard FAA departure procedures for LAX 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. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/29/16	11:33 pm	6/29/16	9:16 pm	Long Beach	Overflight	The reported aircraft, an Airbus 320 LAX departure was observed 1.75 miles southeast of your residence at an approximate altitude of 14,200' based on available Federal Aviation administration (FAA) radar flight track data. Standard FAA departure procedures for LAX 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. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.
6/30/16	7:04 am	6/30/16	6:38 am	Culver City	Loud noise	At the reported time, a Boeing 737 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,100'. No unusual activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/30/16	7:13 am	6/30/16	7:12 am	Monterey Park	Low flying	At the reported time, a Boeing 737 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed over your area at an approximate altitude of 3,200'. No unusual activity observed, based on available FAA radar flight track data at the reported time. 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. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 activity with the major emphasis on safety.
6/30/16	7:32 am	6/30/16	6:28 am	Monterey Park	Too frequent	The aircraft you are observing are following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 frequency of operations is based on FAA separation standards. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, 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
6/30/16	9:56 am	6/30/16	8:19 am	Monterey Park	Too frequent	At the reported time, a Boeing 737 on arrival to LAX following the extended downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX was observed 0.5 miles south of your residence at an approximate altitude of 2,800'. 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. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area at average altitudes of 2,500' or higher and this may occur more frequently as the number of operations increases. 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 frequency of operations is based on FAA separation standards. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
6/30/16	2:58 pm	6/30/16	1:35 pm	Culver City	Loud noise	At the reported time, an Airbus 320 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 3,400'. 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 procedure has been in place for many years. The reported aircraft was instructed by the FAA Air Traffic Controller to descend and maintain an altitude of 3,000' for a short approach. The FAA Air Traffic Control (ATC) may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. 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 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 seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
6/30/16	7:09 pm	6/30/16	7:08 pm	Culver City	Loud noise	The reported aircraft, a Philippine Airlines (PAL152) Airbus 340, was observed 0.3 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the 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 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 that 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 seem louder than usual.

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