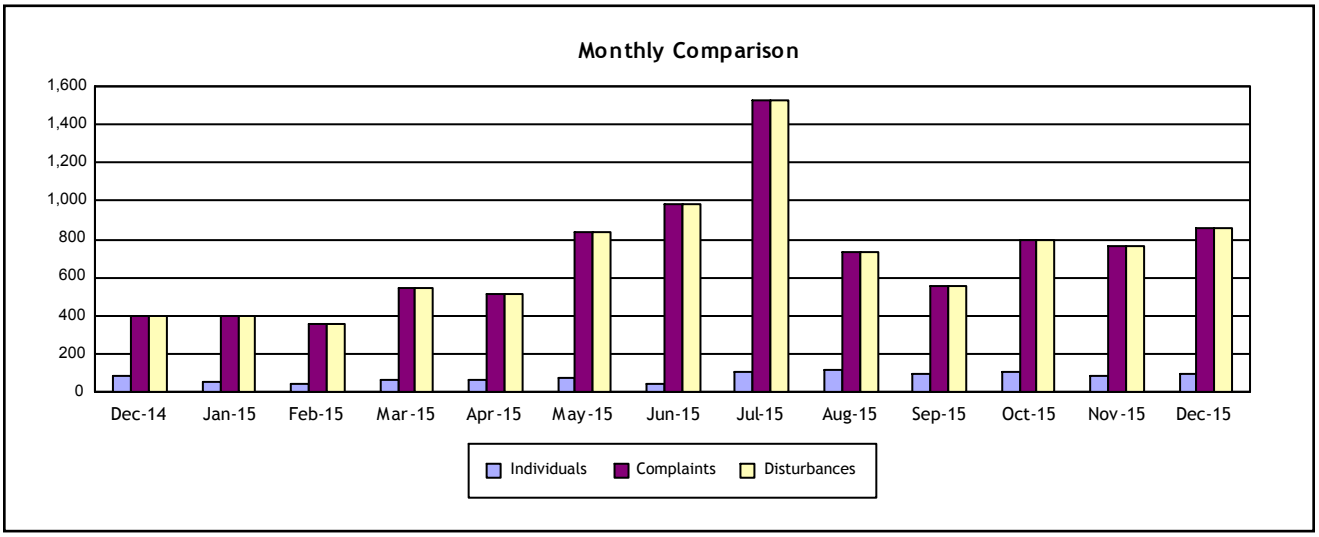
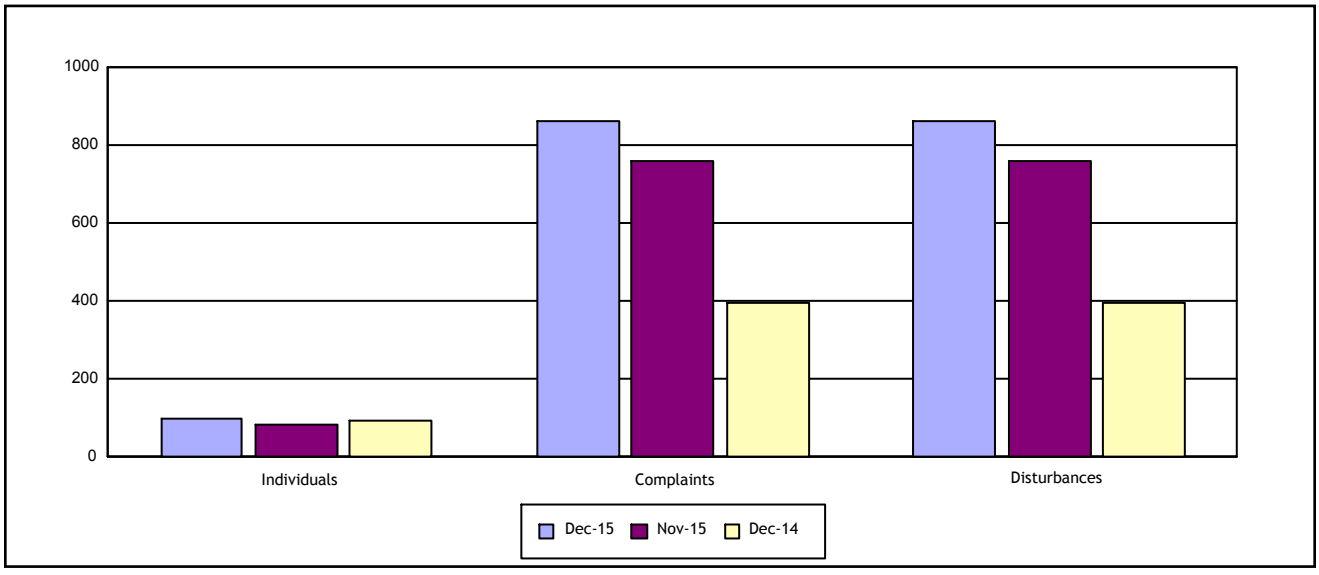
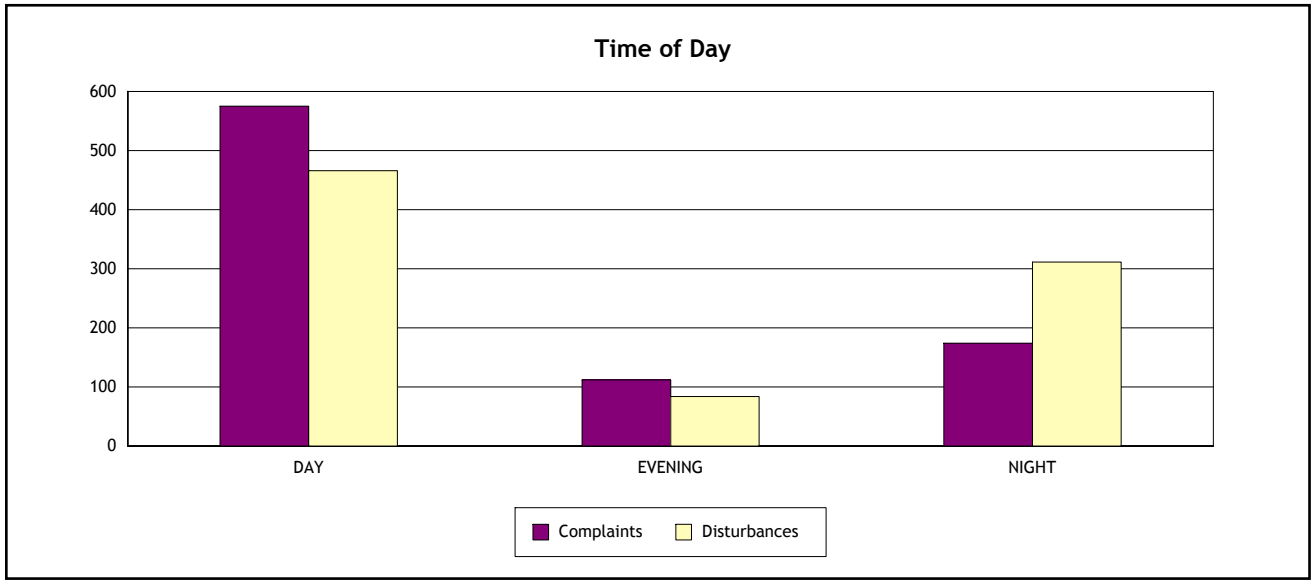
Individuals Submitting Noise Complaints	**100**
Noise Complaints Received	**861**
Noise Disturbances Reported	**861**

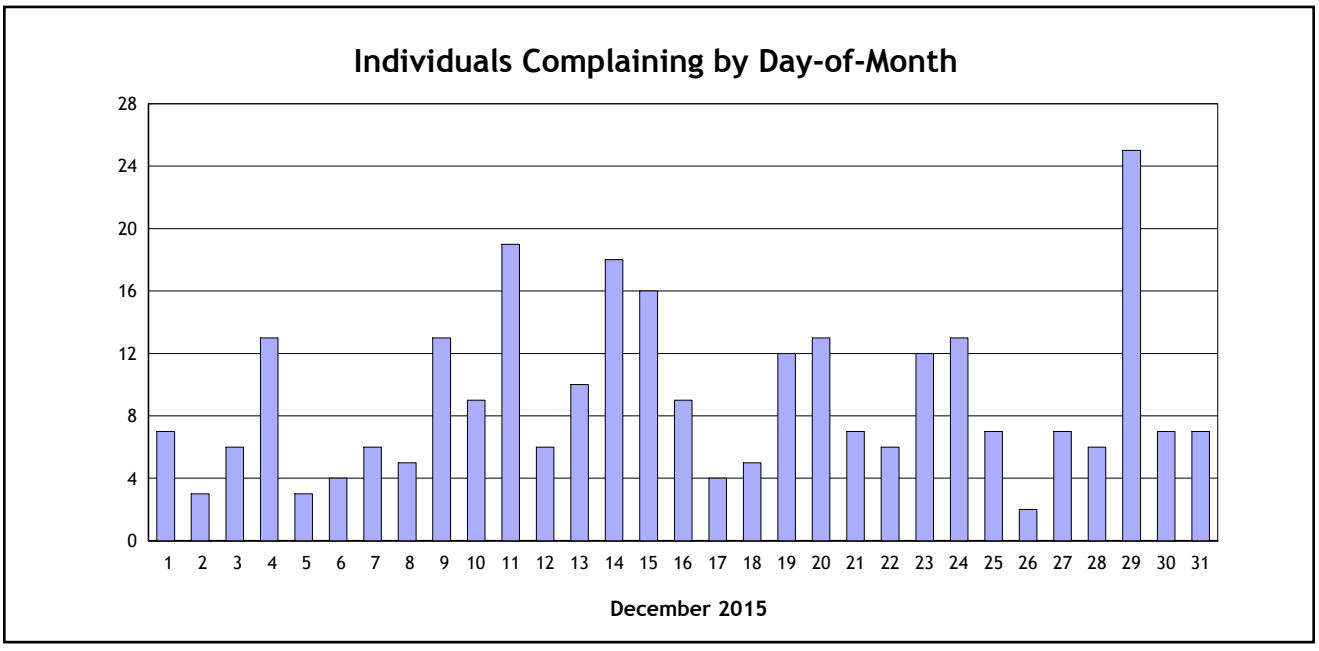


	December 2015	November 2015	% Change	December 2014	% Change
Individuals	100	83	20%	91	10%
Complaints	861	760	13%	397	117%
Disturbances	861	760	13%	397	117%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	575	112	174
Disturbances	466	84	311





LAX
Los Angeles World Airports

Aircraft Noise Community Response Report

Complaint Distribution by City and Complainant

Los Angeles International Airport

Period:December 2015

City	Individuals	Complaints	Percentage of Complaints**
Artesia	1	51	6%
Calabasas	1	161	19%
Chino Hills	1	1	< 1%
Culver City	27	332	39%
Del Aire	1	1	< 1%
Downey	1	2	< 1%
El Segundo	4	5	< 1%
Gardena	1	1	< 1%
Grandville	1	1	< 1%
Hawthorne	1	2	< 1%
Hermosa Beach	1	1	< 1%
Inglewood	9	15	2%
La Habra Heights	1	5	< 1%
Lakewood	1	29	3%
Los Angeles	19	59	7%
Pacific Palisades	2	5	< 1%
Palos Verdes Estates	2	4	< 1%
Rancho Palos Verdes	1	4	< 1%
Redondo Beach	12	38	4%
Santa Cruz	1	24	3%
Santa Monica	1	1	< 1%
Torrance	6	12	1%
Unknown	3	3	< 1%
View Park-Windsor Hills	1	3	< 1%
Westchester	1	2	< 1%
Anonymous	NA	99	11%
TOTAL	**100**	**861**	

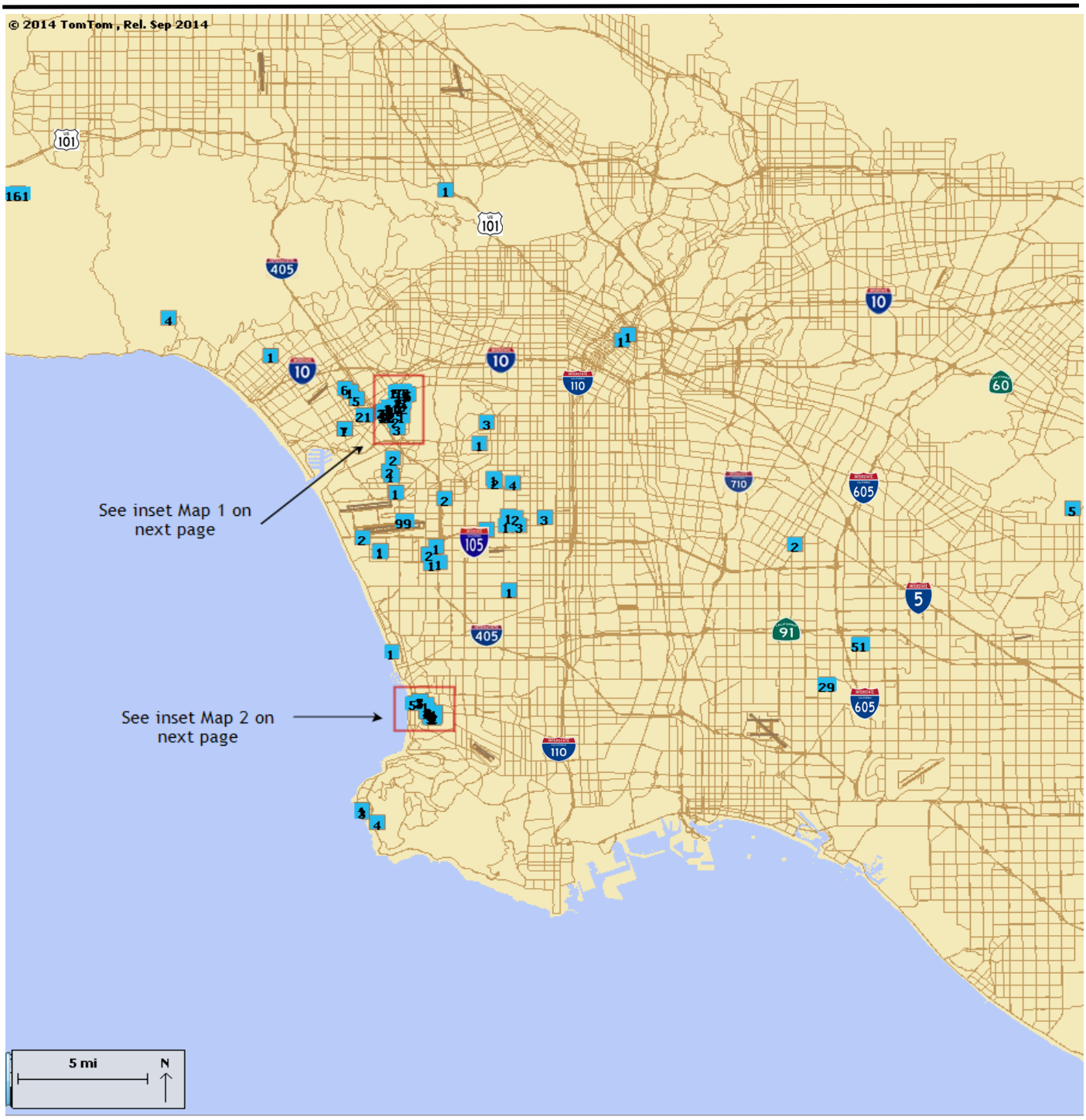
Individuals	Complaints	Percentage of Complaints**
*One Individual (Calabasas)	161	19%
*One Individual (Culver City)	112	13%
*One Individual (Anonymous)	99	11%
*One Individual (Culver City)	57	7%
*One Individual (Culver City)	52	6%
*One Individual (Artesia)	51	6%
*One Individual (Lakewood)	29	3%
*One Individual (Santa Cruz)	24	3%
*One Individual (Los Angeles)	21	2%
*One Individual (Culver City)	20	2%
*One Individual (Culver City)	12	1%
*One Individual (Culver City)	10	1%
*One Individual (Culver City)	10	1%
*One Individual (Culver City)	7	1%
*One Individual (Los Angeles)	7	1%
*One Individual (Culver City)	6	1%
*One Individual (Culver City)	6	1%
*One Individual (Los Angeles)	6	1%
Individuals Reporting 2 To 5 Complaints	127	15%
Individuals Reporting One Complaint	44	5%
TOTAL **Individuals : 100**	**861**	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: December 2015



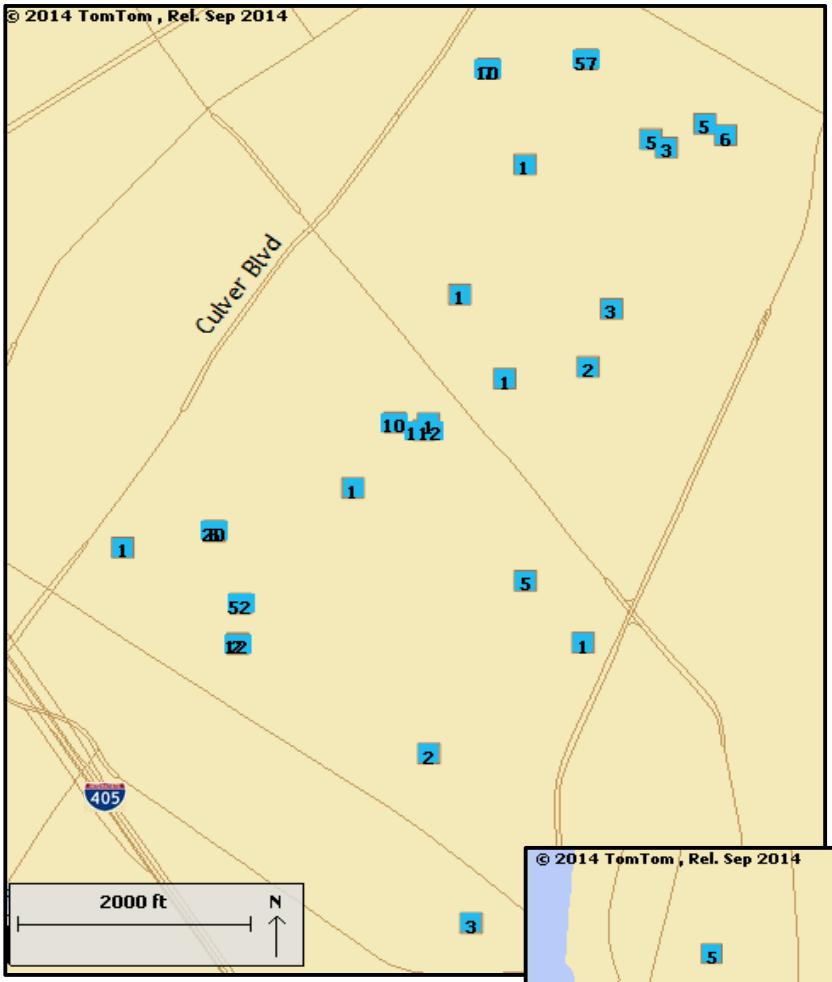
*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

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

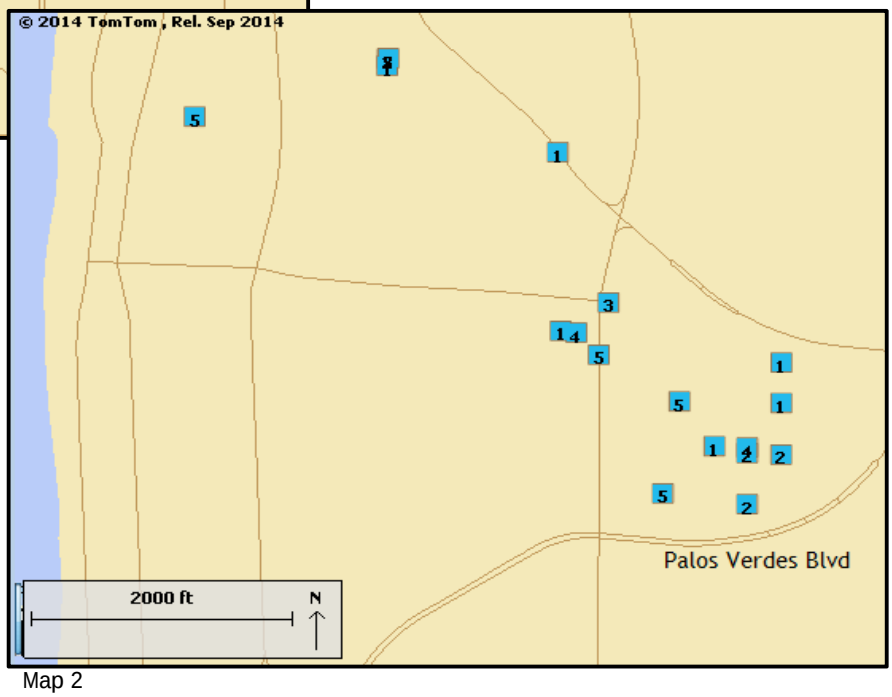
Complaint Distribution Map

Los Angeles International Airport

Period: December 2015



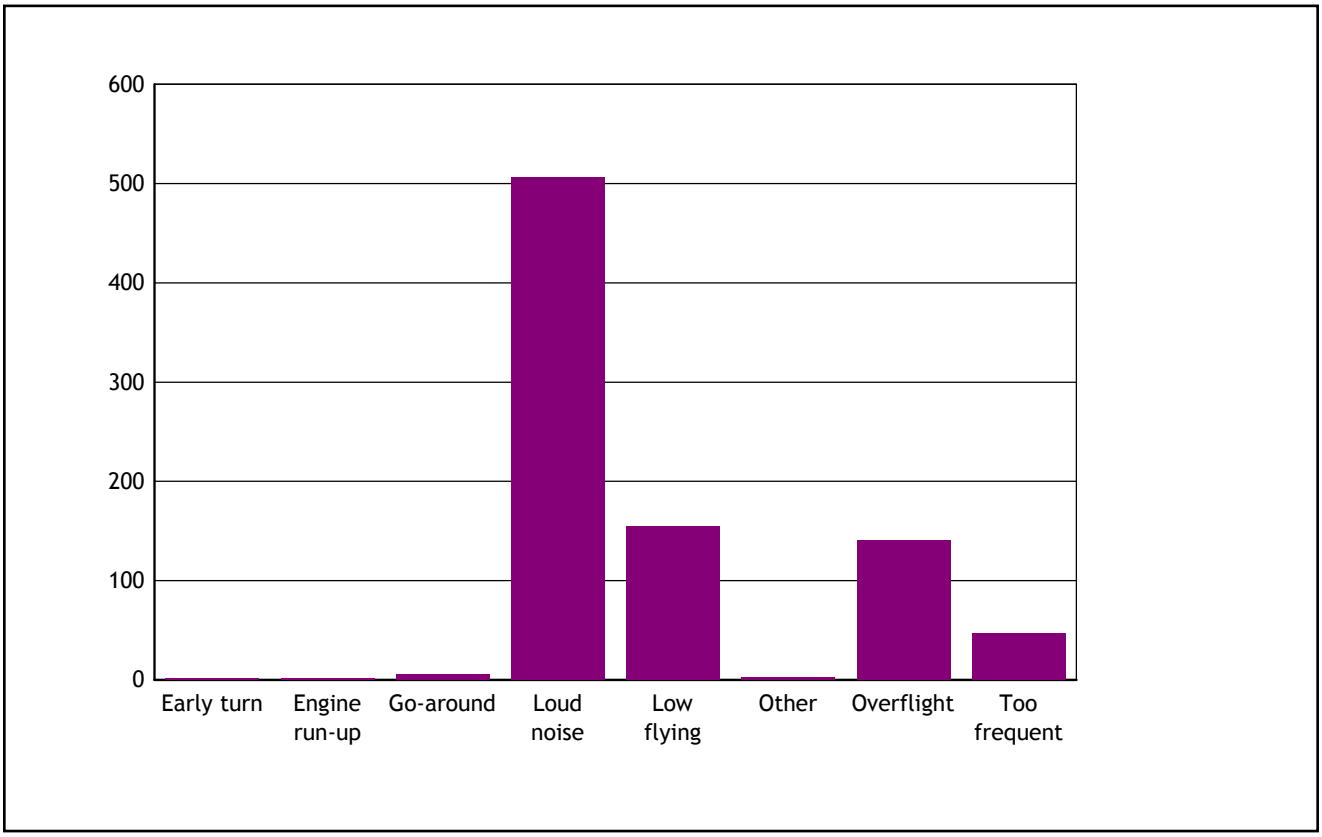
Map 1



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	2
Engine run-up	2
Go-around	5
Loud noise	506
Low flying	155
Other	3
Overflight	141
Too frequent	47
TOTAL	**861**



Note: * As reported by complainant.

Aircraft Noise Community Response Report

Operations Receiving Two or More Complaints

Los Angeles International Airport

Period : December 2015

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
12/29/2015	3:53:27	TSU1347	CVLT	25R	Standard Turboprop Departure	15
12/15/2015	3:50:02	TSU1347	CVLT	25R	Standard Turboprop Departure	9
12/04/2015	3:45:47	TSU1347	CVLT	25R	Standard Turboprop Departure	6
12/14/2015	0:46:25			25R	FAA Flight Check Operation	4
12/11/2015	1:50:45	AMF1365	E120	25R	Standard Turboprop Departure	3
12/18/2015	4:54:31	TSU1347	CVLT	25R	Standard Turboprop Departure	3
12/24/2015	3:51:15	TSU1347	CVLT	25R	Standard Turboprop Departure	3
12/01/2015	4:35:41	UAL534	B772	25R	Deviation from Over-Ocean Ops	2
12/11/2015	13:07:24	DLH456	A388	24R	Standard Arrival Operation	2
12/15/2015	0:48:18			25R	FAA Flight Check Operation	2
12/24/2015	2:13:51	AMF1365	B190	25R	Standard Turboprop Departure	2
12/30/2015	3:45:01	TSU1347	CVLT	25R	Standard Turboprop Departure	2

Note

AMF	AMERFLIGHT, LLC.
DLH	LUFTHANSA GERMAN AIRLINES
TSU	GULF & CARIBBEAN CARGO, INC.
UAL	UNITED AIRLINES
GA	

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

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
12/1/2015	00:00:00	06:29:59	06:29:59	West Flow	Runway/Taxiway Closure
12/2/2015	00:00:00	00:04:59	00:04:59	West Flow	SoCal TRACON Request
12/3/2015	05:02:00	06:29:59	01:27:59	West Flow	Unknown
12/4/2015	00:00:00	00:01:59	00:01:59	West Flow	Over Ocean Operations Transition
12/5/2015	00:00:00	00:03:59	00:03:59	West Flow	Over Ocean Operations Transition
12/5/2015	06:24:00	06:29:59	00:05:59	West Flow	Westerly Operations Transition
12/7/2015	00:00:00	00:18:59	00:18:59	West Flow	Heavy Arrivals/SoCal TRACON Decision
12/8/2015	00:00:00	06:29:59	06:29:59	West Flow	Heavy Arrivals/SoCal TRACON Decision
12/9/2015	05:45:00	06:29:59	00:44:59	West Flow	Fog
12/10/2015	00:00:00	06:29:59	06:29:59	West Flow	Fog
12/11/2015	00:00:00	06:29:59	06:29:59	West Flow	Winds
12/12/2015	00:00:00	06:29:59	06:29:59	West Flow	Winds
12/13/2015	06:16:00	06:29:59	00:13:59	West Flow	Westerly Operations Transition
12/14/2015	00:00:00	03:54:59	03:54:59	West Flow	Winds
12/14/2015	05:56:00	06:29:59	00:33:59	West Flow	Westerly Operations Transition
12/15/2015	00:00:00	03:35:59	03:35:59	West Flow	Winds
12/15/2015	06:29:00	06:29:59	00:00:59	West Flow	Westerly Operations Transition
12/16/2015	00:00:00	03:09:59	03:09:59	West Flow	FAA Flight Check
12/16/2015	05:57:00	06:29:59	00:32:59	East Flow	FAA Flight Check
12/18/2015	06:18:00	06:29:59	00:11:59	West Flow	SoCal TRACON Advised
12/19/2015	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
12/20/2015	00:00:00	00:14:59	00:14:59	West Flow	Runway Closure and Traffic Volume
12/21/2015	00:00:00	00:16:59	00:16:59	West Flow	Volume, SoCal TRACON Request
12/21/2015	05:57:00	06:29:59	00:32:59	West Flow	Westerly Operations Transition

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
12/22/2015	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
12/23/2015	00:00:00	06:29:59	06:29:59	West Flow	Runway Closures
12/24/2015	06:29:00	06:29:59	00:00:59	West Flow	Westerly Operations Transition
12/25/2015	00:00:00	04:14:59	04:14:59	West Flow	Winds
12/25/2015	05:55:00	06:29:59	00:34:59	West Flow	Westerly Operations Transition
12/26/2015	00:00:00	06:29:59	06:29:59	West Flow	Construction
12/27/2015	00:00:00	06:29:59	06:29:59	West Flow	Construction
12/28/2015	06:00:00	06:29:59	00:29:59	West Flow	Airport Design Group VI Arrival
12/29/2015	00:00:00	01:57:59	01:57:59	West Flow	Winds
12/29/2015	05:45:00	06:29:59	00:44:59	West Flow	Runway Construction (RSA)
12/30/2015	06:00:00	06:29:59	00:29:59	West Flow	Runway Construction (RSA)
12/31/2015	06:00:00	06:29:59	00:29:59	West Flow	Due to Inbound Traffic

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/1/15	12:34 am	12/1/15	12:04 am	Inglewood	Overflight	At 12:03 a.m. on the reported day, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals during Westerly Operations. Aircraft operations also occur on the north runway complex at LAX and these arrivals are approximately 1.1 miles north of your residence. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. On November 30th and December 1st, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations due to several aircraft movement area closures (taxiways, etc.). Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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
12/1/15	5:04 am	11/30/15	4:40 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several aircraft movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
12/1/15	5:16 am	11/30/15	4:35 am	Culver City	Loud noise	At the reported time a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several aircraft movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "Aircraft Traffic Flow at LAX" in the search bar.

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

* 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
12/1/15	8:47 am	11/30/15	8:03 pm	Calabasas	Loud noise	At the reported time, an Airbus 320 was observed 0.6 miles west of your residence at an approximate altitude of 9,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from LAX and was following a published FAA departure procedure (CASTA4) for LAX jet departures. Usually, jet aircraft departing LAX heading to northern destinations may fly over your area at average altitudes of 9,000' MSL or higher as they continue to climb. The reported aircraft was observed at an altitude in your area consistent with this FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/1/15	8:51 am	11/30/15	8:06 pm	Calabasas	Loud noise	At the reported time, an Airbus 320 was observed over your area at an approximate altitude of 9,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from LAX and was following a published FAA departure procedure (CASTA4) for LAX jet departures. Usually, jet aircraft departing LAX heading to northern destinations may fly over your area at average altitudes of 9,000' MSL or higher as they continue to climb. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/1/15	9:05 am	12/1/15	4:30 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several ground movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a 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
12/1/15	9:11 am	12/1/15	9:09 am	Inglewood	Loud noise	Your residence is located just north of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrival aircraft on final approach. This standard arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For information regarding your property, please contact the City of Inglewood Residential Soundproofing Program at 310-412-5289.
12/1/15	8:29 pm	12/1/15	7:45 pm	Calabasas	Loud noise	At the reported time, a Boeing 737 was observed over your area at an approximate altitude of 9,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from LAX and was following a published FAA departure procedure (CASTA4) for LAX jet departures. Usually, jet aircraft departing LAX heading to northern destinations may fly over your area at average altitudes of 9,000' MSL or higher as they continue to climb. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/1/15	8:37 pm	12/1/15	8:04 pm	Calabasas	Loud noise	At the reported time, an Embraer 170 was observed 0.5 miles east of your residence at an approximate altitude of 9,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from LAX and was following a published FAA departure procedure (CASTA4) for LAX. Usually, jet aircraft departing LAX heading to northern destinations may fly over your area at average altitudes of 9,000' or higher as they continue to climb. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure. There was also a Pilatus PC-12 single engine turboprop, which originated at Hawthorne Municipal Airport (HHR), observed over your residence at the reported time at an approximate altitude of 7,600'. This aircraft was not associated with LAX operations. For more information regarding this operation please contact HHR at (310) 349-1635. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/1/15	8:38 pm	12/1/15	8:06 pm	Calabasas	Loud noise	At the reported time, an Airbus 320 was observed 0.5 miles east of your residence at an approximate altitude of 9,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed from LAX and was following a published FAA departure procedure (CASTA4) for LAX. Usually, jet aircraft departing LAX heading to northern destinations may fly over your area at average altitudes of 9,000' MSL or higher as they continue to climb. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. *

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/1/15	11:02 pm	12/1/15	10:27 pm	El Segundo	Loud noise	No unusual aircraft activity was observed for the reported period based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 1.5 miles south of the approach end for the south complex runways 25L and 25R. The noise you are observing may be caused by engine backblast or reverse thrust from departing and arriving aircraft. The noise you are experiencing may be associated with the slight increase in outboard runway (25L) departures on the south complex during the last two months as Runway Safety Area (RSA) construction and maintenance activities were occurring at LAX. These congressionally mandated RSA improvements are expected to continue on alternating runways through June 2017. For more information on the RSA improvements at LAX, please visit www.laxishappening.com and click on the "Runway Construction" tab. There are no specific or regular changes in LAX operations at 9:00 p.m. that would cause an increase in noise. However, since ambient noise levels tend to be lower during the evening and night hours, aircraft noise may be more noticeable during these time periods. Your area may also be affected by the departure operations from Hawthorne Municipal Airport(HHR). For more information about HHR operations please contact them at (310) 349 1635. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual. LAWA noise management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
12/2/15	8:01 am	12/1/15	4:31 am	Culver City	Loud noise	At the reported time of 4:31 a.m., a Boeing 777 on arrival to LAX was observed flying eastbound 0.4 miles north of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (FAA) radar flight track data. Two Boeing 737's were observed also, flying eastbound over your area at 4:34 and 4:37 a.m., at approximately 5,900' and 9,000', respectively. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several ground movement area closures. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed at altitudes in your area consistent with this FAA procedure, descending toward the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a 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
12/2/15	11:09 am	12/2/15	12:35 am	El Segundo	Low flying	During the reported time period, there were no "Early Turns" or LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. The 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 or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.
12/2/15	2:31 pm	12/2/15	2:08 pm	Culver City	Loud noise	At the reported time, a Boeing 777 flew on the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX and was observed 0.6 miles north of your residence at an approximate altitude of 6,100'. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/2/15	2:34 pm	12/1/15	12:03 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several ground movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "Aircraft Traffic Flow at LAX" in the search bar.

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

* 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
12/2/15	2:35 pm	12/1/15	12:21 am	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.66 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several ground movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "Aircraft Traffic Flow at LAX" in the search bar.
12/2/15	2:36 pm	12/1/15	12:28 am	Culver City	Loud noise	At the reported time, no LAX operations were observed over your area using available Federal Aviation Administration (FAA) radar flight track data. An unknown helicopter operation was observed 0.26 miles northwest of your residence at an approximate altitude of 700'. This helicopter was not associated with LAX operations. Most helicopters flying 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). You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/2/15	2:37 pm	12/1/15	12:13 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to several ground movement area closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. These aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "Aircraft Traffic Flow at LAX" in the search bar. *
12/3/15	1:05 am	12/3/15	12:59 am	Del Aire	Too frequent	At the reported time, there were no unusual aircraft operations in your area based on available Federal Aviation Administration (FAA) radar flight track data. The 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 or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.

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
12/3/15	6:10 am	12/3/15	6:10 am	Inglewood	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations at 5:02 a.m. due to a runway closure. Your residence is located under the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals during Westerly Operations. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise 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 a major emphasis on safety.
12/3/15	9:10 am	12/3/15	2:34 am	Culver City	Loud noise	At 2:38 a.m. on the reported morning, a Boeing 767 on arrival to LAX was observed flying in a westerly direction 0.5 miles north of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on published FAA arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the 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. These aircraft may fly over your area at approximately 8,000' or higher, until they reach the SMO VOR, after which they proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with 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
12/4/15	4:25 am	12/4/15	3:47 am	Torrance	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 1.6 miles southwest of your residence at an approximate altitude of 7,800'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/4/15	4:36 am	12/4/15	3:47 am	Hermosa Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 2 miles southwest of your residence at an approximate altitude of 6,100'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/4/15	4:42 am	12/4/15	3:47 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 1.5 miles southwest of your residence at an approximate altitude of 7,800'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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
12/4/15	4:47 am	12/4/15	3:48 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, flew 1.5 miles southwest of your residence at an approximate altitude of 7,500'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/4/15	4:57 am	12/4/15	3:48 am	Palos Verdes Estates	Loud noise	The reported aircraft, a Convair CV580 turboprop, flew 3 miles northeast of your residence at an approximate altitude of 8,500'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/4/15	5:04 am	12/4/15	3:47 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, flew 1.6 miles southwest of your residence at an approximate altitude of 7,200'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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
12/4/15	7:41 am	12/4/15	6:34 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is under the downwind leg of the Federal Aviation Administration (FAA) standard north arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000'. Once they reach the SMO VOR, aircraft begin their descent 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 over 30 years. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates 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 humidity, may amplify aircraft noise and make it seem louder than usual.
12/4/15	7:45 am	12/4/15	6:27 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed following the standard Federal Aviation Administration (FAA) arrival route to LAX. This aircraft was observed 0.1 miles north of your residence at an approximate altitude of 7,400' based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000'. Once they reach the SMO VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates 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 humidity, may amplify aircraft noise and make it seem louder than usual.
12/4/15	9:37 am	12/4/15	9:04 am	La Habra Heights	Loud noise	At the reported time, a Boeing 737 on arrival to LAX flew 1.6 miles west of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft followed the standard arrival route from the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, as it turned into the final approach. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/4/15	10:08 am	12/4/15	10:04 am	Culver City	Loud noise	At the reported time, a Boeing 787 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.7 miles south of the downwind leg of the FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/4/15	10:12 am	12/4/15	9:48 am	Culver City	Loud noise	At the reported time, a Boeing 727 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.7 miles south of the downwind leg of the FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities 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
12/4/15	10:35 am	12/4/15	10:30 am	Los Angeles	Loud noise	The reported aircraft, a Singapore Airlines Airbus 380 on arrival to LAX was observed 1.2 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 flying on a published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north or west are vectored by the FAA Air Traffic Control (ATC) the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, these aircraft arriving to LAX may fly just north of your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. The flight trajectory and altitude of the reported aircraft were consistent with this published FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until mid to late 2016. You may find more information on this FAA project at Los Angeles World Airports (LAWA) website, www.lawa.org, by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures.
12/4/15	11:56 am	12/4/15	11:55 am	Los Angeles	Low flying	At the reported time, a Boeing 747 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 1.7 miles northwest of your residence at Santa Monica Airport (SMO) at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/4/15	12:29 pm	12/4/15	12:29 pm	Los Angeles	Loud noise	No LAX operations were observed over your area at the reported time using available Federal Aviation Administration (FAA) radar flight track data. A Cirrus 22 General Aviation propeller aircraft en route to Santa Monica Airport (SMO) flew northbound 0.6 miles west of your area at an approximate altitude of 4,300'. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify aircraft noise and make it seem louder.

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
12/4/15	1:07 pm	12/3/15	1:45 pm	Santa Cruz	Loud noise	At the reported time, a Bombardier Dash 8, which departed LAX at 12:54 a.m., was en route to Sonoma County Airport (STS) and was observed over your area at an approximate altitude of 20,000'. Please note, airports do not have jurisdiction over aircraft in flight. This aircraft was flying on Federal Airways established by the Federal Aviation Administration (FAA). The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitudes and direction of flight with the major emphasis on safety.
12/4/15	6:04 pm	12/4/15	6:04 pm	Lakewood	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed 1 mile east of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft followed the standard arrival route through Seal Beach from the south. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
12/4/15	6:07 pm	12/4/15	4:23 pm	Redondo Beach	Loud noise	At the reported time, an unknown helicopter was observed over your area at an approximate altitude of 1,000', based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most 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. LAX does not have jurisdiction over helicopter operations or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System (www.heli-noise-la.com).
12/5/15	10:27 am	12/4/15	11:38 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue descending eastbound to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. 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.

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
12/5/15	10:29 am	12/4/15	11:29 pm	Culver City	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.2 miles south of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue descending eastbound to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/5/15	1:24 pm	12/5/15	12:37 pm	Rancho Palos Verdes	Overflight	At the reported time, an unknown general aviation aircraft was observed over your residence at an approximate altitude of 3,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Torrance Airport (TOA) and was not associated with LAX operations. Please contact TOA noise abatement center at (310) 784-7950 or visit their WebTrak at http://webtrak5.bksv.com/toa for information regarding TOA operations. Most helicopters and General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/5/15	4:48 pm	12/5/15	4:33 pm	El Segundo	Loud noise	At the reported time, an unknown helicopter departed from Hawthorne Municipal Airport (HHR) and circled over the LAX terminal area for 43 minutes then circled over east El Segundo 0.61 nautical miles east of your residence for 15 minutes. This helicopter was not associated with LAX operations. Also, at 4:33 p.m. a Boeing 737 (B737) arrived on runway 25L. The jet noise you observed may be attributed to this helicopter operation and from the B737's arrival reverse engine thrust. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/6/15	10:13 am	12/6/15	9:25 am	Los Angeles	Loud noise	At the reported time, an unidentified helicopter operation was observed 0.9 miles east of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Most helicopter and General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com.

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
12/6/15	4:10 pm	12/6/15	4:05 pm	Inglewood	Loud noise	At 4:08 p.m., a Qantas Boeing 747 on arrival to LAX was observed 0.39 miles north of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.39 miles south of the standard arrival route for aircraft landing to the south runway complex and is subject to numerous arrivals on final approach to LAX. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/6/15	9:08 pm	12/6/15	11:19 am	Redondo Beach	Overflight	At the reported time a Beech Bonanza BE35 single engine propeller aircraft flew 0.1 miles west of your residence at an approximate altitude of 2,900'. This operation originated at Hawthorne Municipal Airport (HHR) and it was not associated with LAX operations. For more information please contact HHR at (310) 349 1635. 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.
12/6/15	9:14 pm	12/6/15	8:37 pm	Redondo Beach	Loud noise	At the reported time, a helicopter was observed 0.6 miles northeast of your residence at an approximate altitude 900' based on available Federal Aviation Administration (FAA) radar flight track data. This operation did not originate at LAX. Helicopter operators do not always file a flight plan as they may operate under visual flight rules (VFR). Although FAA regulations still apply to this type of activity, the pilot in command may fly at his/her own discretion to maintain a safe flight. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com.
12/7/15	8:02 am	12/7/15	8:01 am	Santa Cruz	Overflight	The reported aircraft, a Japan Airlines Boeing 777 LAX arrived at LAX at 8:44 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft may have been observed flying southbound over your area at an approximate altitude of 27,000'. Aircraft may fly over a wide area toward their destination. These aircraft are flying on Federal Airways established by the FAA. Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit http://www.greatcirclemapper.net to see a sample great circle route (not the actual established route) from one city to another across the Pacific. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for 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.
12/7/15	8:14 am	12/7/15	8:14 am	Santa Cruz	Overflight	At the reported time, an Airbus 320 was observed over your area at an approximate altitude of 12,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at LAX and was en route to San Francisco International Airport (SFO). Please note, airports do not have jurisdiction over aircraft in flight. This aircraft was flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/7/15	8:55 am	12/7/15	8:55 am	Santa Cruz	Overflight	The reported aircraft, a Japan Airlines Boeing 787 LAX arrived at LAX at 9:37 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft may have been observed flying southbound over your area at an approximate altitude of 39,000'. Aircraft may fly over a wide area toward their destination. These aircraft are flying on Federal Airways established by the FAA. Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit http://www.greatcirclemapper.net to see a sample great circle route (not the actual established route) from one city to another across the Pacific. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for 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.
12/7/15	12:22 pm	12/6/15	3:00 am	El Segundo	Early turn	At the reported time, no "Early Turns" or departures from the south runway complex were observed based on available Federal Aviation Administration (FAA) radar flight track data. At 2:54 a.m., a Boeing 747 arrived on the inboard runway 7L. This was a standard arrival and was not observed flying over your community. At 2:45 a.m., a Boeing 767 departed from the inboard runway 25R and was not observed flying over your community. 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. This includes altitudes and direction of flight with the major emphasis on safety.
12/7/15	12:28 pm	12/7/15	11:57 am	El Segundo	Early turn	At the reported time, a Cessna 750 departed from the outboard runway 25L and did not execute an "Early Turn" based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed on the outboard runway 25L instead of the usual inboard runway. On occasion, the FAA Air Traffic Control will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/7/15	1:53 pm	12/7/15	1:49 pm	Santa Cruz	Loud noise	The reported aircraft a Boeing 777 departed LAX at 1:09 p.m. and was en route to Guangzhou Baiyun International Airport (GGG) when it was observed over your area at an approximate altitude of 29,000' based on available information. Please note, airports have no jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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
12/7/15	3:42 pm	12/7/15	3:00 pm	Redondo Beach	Loud noise	At the reported time, an unknown aircraft operation was observed 0.4 miles north of your residence at an approximate altitude of 900'. This aircraft originated from Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information please contact HHR at (310) 349 1635. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/7/15	5:51 pm	12/6/15	6:41 am	Culver City	Loud noise	At the reported time, an Embraer E170 on arrival to LAX was observed over your area following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route for LAX. This aircraft flew at an approximate altitude of 5,300' over your area. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft 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 over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activity with the major emphasis on safety.
12/7/15	5:54 pm	12/5/15	11:09 am	Culver City	Loud noise	At the reported time, a Boeing B737 on arrival to LAX flew over your area at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue descending eastbound to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. 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.
12/7/15	5:59 pm	12/5/15	11:16 am	Culver City	Loud noise	At the reported time, a Boeing B777 on arrival to LAX flew over your area at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue descending eastbound to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. 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. *

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
12/7/15	10:22 pm	12/7/15	10:20 pm	Los Angeles	Overflight	At the reported time, an unknown General Aviation (GA) aircraft en route to Santa Monica Airport (SMO) flew 0.5 miles northwest of your residence at an approximate altitude of 700'. This operation was not associated with LAX operations. For more information, please contact Santa Monica Airport at 310-458-8591. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Your residence is located 0.6 miles south of the published Federal Aviation Administration (FAA) standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency.
12/8/15	8:24 am	12/7/15	9:00 pm	Los Angeles	Low flying	During the reported time period, between 9:00 p.m. and 10:15 p.m. on the reported day, 20 LAX arrivals were observed within 0.5 miles of your residence at altitudes ranging from 6,100' to 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, your residence is subject to numerous aircraft arriving to LAX from the north or west which are vectored by the FAA Air Traffic Control to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 standard arrival procedure has been in place for over 30 years. The aircraft observed during the reported period were flying at altitudes in your area consistent with the published FAA procedure. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009.

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
12/8/15	8:26 am	12/8/15	7:00 am	Los Angeles	Low flying	At the reported time, a regional jet CRJ2 on arrival to LAX was following the standard Federal Aviation Administration (FAA) arrival route and was observed 0.2 miles north of your residence at an approximate altitude of 7,000'. Aircraft arriving from the north and west enter the arrival pattern to LAX at the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. This minimum of 7,000' MSL at the SMO VOR is indicated in the published FAA arrival procedure which has been in place for many years and has not changed. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. It may be that an increase over the years in the number of category VI aircraft, which are larger, make them seem lower. 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.
12/8/15	8:48 am	12/8/15	8:48 am	View Park-Windsor [illegible]	Loud noise	No unusual aircraft activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing B737 that departed from LAX following the Loop Departure procedure flew 0.7 miles south of your residence at an approximate altitude of 16,600'. Although the Loop Departure is in effect between 7:00 a.m. and 9:00 p.m. daily, LAX is available for other operational procedures on a 24-hour a day basis. Your area is also subject to LAX arrivals on the standard FAA arrival route located approximately 1.4 miles north of your residence. There is no curfew for arriving and departing aircraft at LAX. The only curfew at LAX is for aircraft maintenance engine run ups, which are not permitted between 11:00 p.m. and 6:00 a.m. Certain weather/atmospheric conditions may amplify aircraft noise. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type “Aircraft Traffic Flow at LAX” in the search bar.
12/8/15	10:27 am	12/8/15	10:27 am	Pacific Palisades	Overflight	Insufficient information provided, unable to investigate.

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
12/8/15	5:06 pm	12/8/15	5:06 pm	View Park-Windsor Hills	Other	Your residence is located approximately 1.4 miles south of the standard arrival route for aircraft arriving to LAX during Westerly Operations, usually in effect from 6:30 a.m. to midnight. During Westerly Operations, aircraft arriving to LAX from the west or north are vectored by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA ATC to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly near your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. LAWA noise management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
12/8/15	10:06 pm	12/8/15	10:03 pm	Grandville	Low flying	Insufficient information provided, unable to investigate.
12/9/15	6:21 am	12/9/15	5:00 am	Inglewood	Other	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations at 5:45 a.m. due to fog. Your residence is located under the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals during Westerly Operations. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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
12/9/15	7:33 am	12/9/15	7:33 am	Los Angeles	Overflight	There were no LAX operations observed over your residence at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, an Airbus 320 arrived on the north complex runway 24R. The loud noise you observed may be attributed to reverse engine thrust used to safely slow the aircraft upon arrival. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
12/9/15	7:38 am	12/9/15	7:35 am	Los Angeles	Low flying	At 7:33 a.m. on the reported day, an Embraer E170 jet on arrival to LAX was observed over your area at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. There have been more larger aircraft (Category VI) in recent years, which may seem lower due to the size of the aircraft. 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.
12/9/15	7:40 am	12/8/15	8:00 pm	Los Angeles	Low flying	At the reported time, an Airbus 320 on arrival to LAX was observed 0.1 miles south of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north enter the arrival pattern over the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft continue their descent heading east and may fly over your area at lower altitudes, depending on aircraft type, size, spacing and visibility conditions. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/9/15	7:42 am	12/8/15	7:43 pm	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed 0.8 miles southwest of your residence at an approximate altitude of 7,500'. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time. At times, the FAA ATC may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. These FAA procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. *

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
12/9/15	9:21 am	12/8/15	8:55 am	View Park-Windsor Hills	Loud noise	At the reported time, a Boeing 737 was observed 1.5 miles north of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000 MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or pas the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/9/15	2:43 pm	12/9/15	2:43 pm	Westchester	Loud noise	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations at 5:45 a.m. and transitioned LAX air traffic flow to Westerly Operations due to fog. The 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 or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities. For the LAX construction hotline, please call 310-649-LAWA (5292) or visit www.lawa.org/laxdev/ and click on the "Community Information" tab.
12/9/15	7:07 pm	12/9/15	6:39 pm	La Habra Heights	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.4 miles west of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an "S" turn while entering the arrival pattern from Seal Beach. The FAA uses the "S" turn procedure to aid aircraft to slow their arrival approach speed and increase separation between arrivals. This increases safety on final approach and maintains a steady air traffic flow that allows for a constant descent approach, which reduces noise impacts to the communities below. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
12/9/15	8:56 pm	12/9/15	8:55 pm	Los Angeles	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft followed the published FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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
12/9/15	9:05 pm	12/9/15	5:30 am	Culver City	Loud noise	At the reported time a McDonald Douglas MD11 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations (OOO), usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the south or east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue west over the ocean to make a U-turn south for final approach to LAX. During OOO, these aircraft may fly westbound over your residence at altitudes above 8,000'. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/9/15	9:07 pm	12/9/15	5:06 am	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations (OOO), usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the south or east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue west over the ocean to make a U-turn south for final approach to LAX. During OOO, these aircraft may fly westbound over your residence at altitudes above 8,000'. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/9/15	9:07 pm	12/9/15	5:56 am	Culver City	Loud noise	At the reported time a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained Westerly Operations due to fog. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a 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
12/9/15	10:09 pm	12/9/15	10:03 pm	Culver City	Overflight	At the reported time of 10:03 p.m., an Airbus 330 on arrival to LAX was observed 0.9 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 FAA arrival procedure for LAX. At 10:07 p.m., a Boeing 747 was observed 1 mile southwest of your residence at an approximate altitude of 8,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft conducted the "Track Cross-Over" procedure to transition from a north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite runway complex (the south complex in this case) to accommodate and expedite air traffic. 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.
12/9/15	10:33 pm	12/9/15	10:09 pm	Hawthorne	Loud noise	Your residence is located 1.2 miles south of the threshold for the south complex runways, 25L and 25R. The loud noise reported may be attributed to backblast or reverse thrust from departing and arriving aircraft. No unusual activity was observed at the reported time, based on available Federal Aviation Administration (FAA) flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise.
12/9/15	10:41 pm	12/9/15	10:14 pm	Hawthorne	Loud noise	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. The 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 or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.
12/10/15	1:39 am	12/10/15	1:35 am	Inglewood	Overflight	At the reported time, a Boeing 767 on arrival to LAX was observed 0.37 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations between midnight and 6:30 a.m. due to fog. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO, aircraft arrive and depart on 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. There is no aircraft operations curfew at LAX. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. LAWA noise management does not return phone calls but investigates and responds in writing to up to five complaints per person per month. To view the LAX Aircraft Noise Community Response Report (ANCR Report) please go to www.lawa.org, enter "Noise Complaints" in the search bar and click on the "Noise Complaint Monthly Report" link.

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
12/10/15	2:02 am	12/10/15	1:57 am	Inglewood	Overflight	At 1:58 a.m. on the reported morning, a Boeing 757 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. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained Westerly Operations between midnight and 6:30 a.m. due to fog. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
12/10/15	6:15 am	12/10/15	5:49 am	Redondo Beach	Loud noise	At the reported time, a Cessna 208 was observed 0.81 miles northeast of your residence at an approximate altitude of 3,200' based on available Federal Aviation Administration (FAA) radar flight track data. This was a Hawthorne Municipal Airport (HHR) departure and was not associated with LAX operations. For more information please contact HHR at (310) 349-1635. 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.
12/10/15	7:54 am	12/10/15	5:00 am	Los Angeles	Overflight	At the reported time, a Boeing 757 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control deviated from Over Ocean Operations (OOO) and maintained Westerly Operations between midnight and 6:30 a.m. due to fog. During Westerly Operations, your residence is subject to LAX arrivals from the north or west which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, LAX arrivals from the east may fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. These FAA arrival procedures have been in place for over 30 years. 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, including altitudes and direction of flight, with a 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
12/10/15	8:09 am	12/9/15	11:45 pm	Inglewood	Loud noise	At the reported time, an Embraer 170 on arrival to LAX was observed 0.2 miles south of your residence at an approximate altitude of 1,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just north of the standard arrival route for aircraft landing to the north runway complex and is subject to numerous arrivals on final approach to LAX. This standard arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Sound insulation is limited to those residences within the fixed FAA-defined 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please contact City of Inglewood at (310) 412-5289.
12/10/15	9:23 am	12/10/15	9:21 am	Inglewood	Loud noise	At the reported time, a Boeing 717 on arrival to LAX was observed 0.2 miles north of your residence at an approximate altitude of 1,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just north of the standard arrival route for aircraft landing to the north runway complex and is subject to numerous arrivals on final approach to LAX. This standard arrival procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/10/15	10:20 am	12/10/15	10:17 am	Culver City	Loud noise	At 10:16 a.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.7 miles south of the downwind leg of the FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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
12/10/15	10:23 am	12/10/15	10:23 am	Inglewood	Loud noise	We are unaware of any permanent changes to the standard arrival procedures for LAX based on available information. Your residence is located 0.4 miles south of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals on final approach. On December 8th between midnight and 6:30 a.m. and on December 10th 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. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA 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 transition to OOO may vary and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. Sound insulation is limited to those residences within the fixed FAA defined 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. 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.
12/10/15	10:29 am	12/10/15	10:05 am	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.7 miles south of the downwind leg of the FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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
12/10/15	10:48 am	12/10/15	10:44 am	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 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.7 miles south of the downwind leg of the FAA standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. *
12/10/15	2:27 pm	12/10/15	2:25 pm	Pacific Palisades	Overflight	At the reported time, a Bombardier Challenger 300 was observed over your area at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. This was a General Aviation (GA) LAX departure en route to Burbank Bob Hope Airport (BUR). GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
12/10/15	7:08 pm	12/10/15	7:05 pm	Los Angeles	Overflight	At the reported time, a Boeing 777 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north or west are vectored by the FAA Air Traffic Control (ATC) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion or fog, may amplify aircraft noise and make it seem louder than usual.

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
12/10/15	7:10 pm	12/10/15	7:09 pm	Los Angeles	Overflight	At 7:06 p.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north or west are vectored by the FAA Air Traffic Control (ATC) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, these aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion or fog, may amplify aircraft noise and make it seem louder than usual. *
12/10/15	10:03 pm	12/10/15	10:03 pm	Lakewood	Overflight	At 10:02 p.m. on the reported day, a Boeing 747 was observed 1.7 miles east of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast which are given a heading by the FAA to fly to the Seal Beach VOR, a fixed navigational point, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/10/15	10:15 pm	12/10/15	10:15 pm	Lakewood	Overflight	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast which are given a heading by the FAA to fly to the Seal Beach VOR, a fixed navigational point, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/10/15	10:24 pm	12/10/15	10:24 pm	Lakewood	Overflight	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast which are given a heading by the FAA to fly to the Seal Beach VOR, a fixed navigational point, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/10/15	10:26 pm	12/10/15	10:26 pm	Lakewood	Overflight	At the reported time, an Airbus 300 was observed 2.6 miles east of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast which are given a heading by the FAA to fly to the Seal Beach VOR, a fixed navigational point, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
12/11/15	12:33 am	12/11/15	12:29 am	Culver City	Low flying	At the reported time, a Boeing 747 on arrival to LAX was observed following the downwind leg of the Federal Aviation Administration (FAA) established westerly route to LAX. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 6,100' based on available FAA radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control deviated from nighttime Over Ocean Operations (OOO) and maintained standard daytime Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.
12/11/15	12:49 am	12/11/15	12:24 am	Inglewood	Loud noise	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 wind. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA 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. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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
12/11/15	6:12 am	12/11/15	1:54 am	Redondo Beach	Too frequent	At the reported time, an Embraer E120 cargo propeller was observed 0.4 miles south of your area at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA's standard prop departure procedure (SEAL BEACH FIVE) allows for aircraft heading eastbound to fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/11/15	6:17 am	12/11/15	1:53 am	Redondo Beach	Too frequent	At the reported time, an Embraer E120 cargo propeller was observed 0.4 miles south of your area at an approximate altitude of 7,800' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA's standard prop departure procedure (SEAL BEACH FIVE) allows for aircraft heading eastbound to fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start before 5 a.m. as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. Frequency of operations is based on FAA established separation standards. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/11/15	7:37 am	12/11/15	2:52 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 7,000' 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 deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a 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
12/11/15	7:39 am	12/10/15	9:55 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX followed the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.25 miles north of your residence at an approximate altitude of 5,600'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue 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 at altitudes below 7,000'. This standard arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/11/15	8:48 am	12/11/15	8:45 am	Culver City	Overflight	At the reported time, a Boeing 717 on arrival to LAX was observed over your area at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the downwind leg of the published FAA standard arrival route for LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/11/15	8:59 am	12/11/15	8:59 am	Culver City	Overflight	Based on available Federal Aviation Administration (FAA) radar flight track data, we have not observed any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. Your residence is located under the standard arrival route for aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard published FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA 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
12/11/15	9:52 am	12/11/15	5:00 am	Culver City	Loud noise	At the reported time, an Airbus A330 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. 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 wind conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000'. Once they reach the VOR, aircraft may fly east over a wide area before making a U-turn at the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
12/11/15	10:40 am	12/11/15	8:43 am	Culver City	Overflight	At the reported time, a Boeing 737 on arrival to LAX was observed 0.3 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 downwind leg of the published FAA standard arrival route to LAX and was observed in 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 all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
12/11/15	10:45 am	12/10/15	8:00 pm	Inglewood	Overflight	Your residence is located approximately 0.2 miles north of the published Federal Aviation Administration (FAA) standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. These aircraft may fly over your area at average altitudes above 1,200'. The frequency of operations is based on FAA separation standards to maintain air traffic flow and maximize runway use efficiency. No unusual activity was observed using available FAA flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

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
12/11/15	1:03 pm	12/11/15	1:03 pm	Los Angeles	Overflight	The reported aircraft, an Airbus 380 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain 2,600' as it flew on the downwind leg of the published FAA standard arrival route to LAX. The aircraft initiated its descent from 7,000' after crossing the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), and continued its descent per given instructions. Please note, airports do not have jurisdiction over aircraft in flight. The FAA ATC may issue altitude and heading instructions at their discretion for safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities with the major emphasis on safety.
12/11/15	1:19 pm	12/11/15	1:19 pm	Los Angeles	Overflight	At 1:16 p.m. on the reported day, an Airbus 380 on arrival to LAX was observed approximately 1 mile north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA Air Traffic Control (ATC) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they continue their descent heading east to make a U-turn at or past the 110 freeway. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month. *
12/11/15	5:50 pm	12/11/15	1:54 am	Torrance	Loud noise	The reported aircraft, an Embraer E120 turboprop cargo, was observed 0.4 miles south of your residence at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start before 5 a.m. as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
12/11/15	7:36 pm	12/11/15	1:02 pm	Los Angeles	Overflight	At 12:59 p.m. on the reported day, an Airbus 380 on arrival to LAX was observed approximately 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 residence. This standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
12/11/15	8:22 pm	12/11/15	7:57 pm	Los Angeles	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed over your area at an approximate altitude of 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. For more information please contact BUR at 1-800-441-0409. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/12/15	3:27 pm	12/12/15	5:00 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 Westerly Operations due to wind conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.

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
12/12/15	10:01 pm	12/12/15	5:08 am	Culver City	Loud noise	At 5:06 a.m. on the reported day, a Boeing 747 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,800' 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 Westerly Operations due to wind conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
12/13/15	9:28 am	12/13/15	8:23 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 Westerly Operations due to wind conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.

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
12/13/15	9:30 am	12/13/15	9:10 am	Culver City	Too frequent	At 9:11 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/13/15	1:18 pm	12/13/15	1:02 pm	Culver City	Low flying	At the reported time of 1:02 p.m., an Airbus 380 on arrival to LAX was observed 1 mile north of your residence at approximate altitudes of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/13/15	1:28 pm	12/13/15	1:14 pm	Culver City	Overflight	At the reported time of 1:14 p.m., an Airbus 380 on arrival to LAX was observed approximately 0.9 miles north of your residence at approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/13/15	10:33 pm	12/13/15	10:07 pm	Los Angeles	Loud noise	At 10:08 p.m., an Airbus 320 on arrival to LAX was observed 0.3 miles south of your residence at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just north of the downwind leg of the published FAA standard arrival route for LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue 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. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Frequency of aircraft is based on FAA separation standards. Certain weather/atmospheric conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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
12/13/15	11:13 pm	12/13/15	10:39 pm	Santa Monica	Low flying	During the reported time period, there were 15 LAX arrivals observed 1.3 miles or more south of your residence at altitudes above 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. These arrivals were following the published FAA standard arrival procedure for LAX. Aircraft arriving to LAX from the north or west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
12/14/15	1:26 am	12/14/15	1:01 am	Torrance	Loud noise	At the reported time, there was an unknown aircraft operation observed over your area at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/ .
12/14/15	1:33 am	12/14/15	1:03 am	Redondo Beach	Loud noise	At the reported time, there was an unknown aircraft operation observed 0.6 miles southeast of your residence at an approximate altitude of 2,500' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/ .

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
12/14/15	3:36 am	12/14/15	3:15 am	Culver City	Loud noise	At the reported time, a Boeing 747 flying on a published Federal Aviation Administration (FAA) standard arrival procedure for LAX was observed 1 mile north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between midnight and 3:55 a.m. and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.
12/14/15	4:27 am	12/14/15	4:25 am	Culver City	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed approximately 1 mile south of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east or south are vectored by the FAA Air Traffic Control (ATC) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west over the ocean to make a U-turn south for final approach to LAX. The FAA ATC may deviate from this procedure and issue altitude and heading instructions at their discretion for aircraft safety. This aircraft was instructed by the FAA ATC to descend and maintain 4,000'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/14/15	6:30 am	12/14/15	1:39 am	Redondo Beach	Go-around	At the reported time, there was an unknown aircraft operation observed over your area at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/ .

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
12/14/15	6:55 am	12/14/15	1:01 am	Los Angeles	Overflight	The reported aircraft was observed over your area at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/ .
12/14/15	7:55 am	12/14/15	6:18 am	Gardena	Loud noise	The reported aircraft, a Beechcraft 350, departed Hawthorne Municipal Airport (HHR) at 6:14 a.m. and was observed approximately 2 miles northwest of your residence at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. For more information about this operation, please contact HHR at (310) 349-1635. General Aviation aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	12:14 pm	12/14/15	11:14 am	Downey	Loud noise	The reported aircraft, a Singapore Airlines Airbus 380 on arrival to LAX was observed 5.75 miles northwest of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. At 11:11 a.m., an Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 2,900'. Both of these LAX arrivals were flying on published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	12:19 pm	12/14/15	11:36 am	Downey	Loud noise	There were no LAX operations observed over your residence at the reported time of 11:36 a.m. At 11:39 a.m., a Royal Dutch Airlines (KLM) Boeing 747 on arrival to LAX was observed 4.7 miles northwest of your residence at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. At 11:30 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 4,800'. Both of these LAX arrivals were flying on published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/14/15	3:09 pm	12/14/15	3:09 pm	Culver City	Overflight	Your residence is subject to aircraft arriving to LAX from the west or north which are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure for LAX has been in place for over 30 years. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	4:45 pm	12/14/15	11:00 am	Culver City	Loud noise	At the reported time, an unknown helicopter was observed flying over your area at an approximate altitude of 900' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. 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 activities with the major emphasis on safety.
12/14/15	5:18 pm	12/14/15	5:12 pm	Los Angeles	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed 0.41 miles north of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.4 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 arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	5:20 pm	12/14/15	5:09 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.41 miles north of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.4 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 arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/14/15	5:52 pm	12/14/15	5:19 pm	Los Angeles	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 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. Noise monitor data for SLA, located approximately 0.35 miles northeast of your residence, recorded a 71.4 decibel reading for this noise event. Your residence is located approximately 0.4 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 arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	10:40 pm	12/1/15	1:38 pm	Culver City	Loud noise	On the reported day at 1:40 p.m., an Embraer 170 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, some 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 over 30 years. Based on available information, we have not observed a change in flight activity over your area other than incremental increases since a record low in 2009. 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.
12/14/15	10:42 pm	12/14/15	1:41 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, some of these aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	10:46 pm	12/14/15	1:45 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/14/15	10:54 pm	12/14/15	1:53 pm	Culver City	Engine run-up	At the reported time, a Boeing 737 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/14/15	10:58 pm	12/14/15	1:57 pm	Culver City	Engine run-up	At the reported time, an Airbus 330 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
12/14/15	11:15 pm	12/14/15	11:05 pm	Los Angeles	Low flying	At the reported time, an Airbus 330 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/15/15	4:17 am	12/15/15	3:52 am	Torrance	Overflight	The reported aircraft, a Convair CV580 turboprop, flew over your residence at an approximate altitude of 9,200' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with the published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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

* 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
12/15/15	4:20 am	12/15/15	3:56 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 0.2 miles north of your residence at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/15/15	4:26 am	12/15/15	3:51 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, flew over your area at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/15/15	4:34 am	12/15/15	3:51 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew over your area at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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

* 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
12/15/15	4:41 am	12/15/15	3:51 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 0.5 miles south of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to the FAA and this operator to ask for cooperation in resolving this noise issue.
12/15/15	4:45 am	12/15/15	3:52 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew 0.5 miles south of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/15/15	4:50 am	12/15/15	3:53 am	Torrance	Loud noise	The reported aircraft, a Convair CV580 turboprop, flew over your area at an approximate altitude of 9,200' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
12/15/15	5:00 am	12/15/15	3:54 am	Torrance	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew over your area at an approximate altitude of 9,200' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/15/15	5:06 am	12/15/15	3:50 am	Redondo Beach	Overflight	The reported aircraft, a Convair CV580 turboprop, flew 0.5 miles south of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/15/15	6:53 am	12/15/15	6:24 am	Artesia	Loud noise	At the reported time, a Boeing 787 on arrival to LAX was observed 2.8 miles east of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/15/15	7:01 am	12/15/15	1:10 am	Los Angeles	Go-around	The reported aircraft was observed over your area at an approximate altitude of 1,800' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/.
12/15/15	8:52 am	12/15/15	8:28 am	Artesia	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1.2 miles east of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/15/15	9:00 am	12/15/15	8:39 am	Artesia	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 1.5 miles east of your residence at an approximate altitude of 4,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your area is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/15/15	9:07 am	12/15/15	8:41 am	Artesia	Loud noise	At the reported time, a Boeing 737 on arrival 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. Your area is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/15/15	10:00 am	12/15/15	1:09 am	Redondo Beach	Go-around	The reported aircraft was observed over your area at an approximate altitude of 1,800' based on available Federal Aviation Administration (FAA) radar flight track data. From December 14th through December 16th, the FAA conducted flight check operations at LAX to ensure that the Instrument Landing System (ILS) and other navigational equipment are working properly. It is possible that the reported aircraft was an FAA flight check operation. 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/ .
12/15/15	10:04 am	12/15/15	3:53 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, flew over your area at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedure for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to the FAA and this operator to ask for cooperation in resolving this noise issue.
12/15/15	11:17 am	12/15/15	11:06 am	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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
12/15/15	11:53 am	12/15/15	11:27 am	Artesia	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. However, at 11:31 a.m., an Airbus 320 on arrival to LAX was observed 1 mile east of your residence at an approximate altitude of 6,200'. Your area is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
12/15/15	4:52 pm	12/15/15	4:29 pm	Culver City	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. *
12/16/15	7:06 am	12/16/15	7:06 am	Culver City	Too frequent	During Westerly Operations, aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, some of these aircraft may fly approximately 1 mile north of your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO, LAX arrivals from the south or east may fly over your area at average altitudes above 8,000' MSL as they approach the SMO VOR and continue west to make a U-turn over the ocean for their final descent. These standard FAA arrival procedures for LAX have been in place for over 30 years. Based on available FAA radar flight track data, we do not observe any flight path changes over your area other than the expected incremental increases in operations since a record low in 2009. 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 including altitude and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/16/15	7:52 am	12/16/15	7:52 am	Unknown	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations between 5:57 a.m. and 10:55 a.m. due to FAA flight check operations. From December 14th through December 16th, the FAA conducted 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 aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/.
12/16/15	10:13 am	12/16/15	4:00 am	Chino Hills	Loud noise	At 4:17 a.m. on the reported morning, an MD11 on arrival to LAX was observed 1.8 miles north of your residence at an approximate altitude of 14,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on published FAA standard arrival procedure for LAX. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/16/15	10:27 am	12/16/15	10:17 am	Los Angeles	Go-around	At the reported time, a Boeing 777 was observed 0.4 miles south of your residence at an approximate altitude of 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation will happen from time to time. On the reported morning, the FAA ATC deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations between 5:57 a.m. and 10:55 a.m. due to FAA flight check operations. From December 14th through December 16th, the FAA conducted 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/16/15	5:43 pm	12/16/15	3:11 pm	Culver City	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed over your area at an approximate altitude of 5,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/16/15	10:45 pm	12/15/15	11:15 pm	Los Angeles	Too frequent	There were no LAX operations observed over your area between 11:00 p.m. and 11:15 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your residence. At 11:05 p.m., an unknown helicopter operation was observed 0.4 miles east of your residence at an approximate altitude of 700'. This helicopter was not associated with LAX operations. Most helicopters operate out of airports other than LAX. Most General Aviation (GA) aircraft, including 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 LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/17/15	12:19 am	12/16/15	11:51 am	Culver City	Low flying	At 11:53 a.m. on the reported day, an Embraer 170 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/17/15	12:23 pm	12/16/15	11:12 am	Culver City	Low flying	At 11:10 a.m. on the reported day, an Airbus 380 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/17/15	12:36 pm	12/17/15	12:36 pm	Los Angeles	Overflight	Your residence is located just 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 to LAX. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/17/15	3:17 pm	12/17/15	3:17 pm	Los Angeles	Loud noise	Your residence is located just 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 to LAX. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/17/15	8:37 pm	12/17/15	8:37 am	Culver City	Low flying	On the reported evening, between 7:00 p.m. and 9:00 p.m., several aircraft flying on the downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX were observed over your area at altitudes ranging from 5,400' to 7,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft 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 standard FAA arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/17/15	8:42 pm	12/17/15	7:30 am	Culver City	Too frequent	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard FAA arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/18/15	12:01 am	12/16/15	11:50 pm	Culver City	Low flying	At 11:51 p.m. on the reported day, an Airbus 320 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly over your area. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. *
12/18/15	5:20 am	12/18/15	4:57 am	Torrance	Too frequent	At the reported time, a Convair CVLT cargo propeller was observed 2.9 miles south of your residence at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA's standard prop departure procedure (SEAL BEACH FIVE) allows for aircraft heading eastbound to fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start before 5 a.m. as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/18/15	5:31 am	12/18/15	4:59 am	Redondo Beach	Loud noise	At the reported time, a Convair CVLT cargo propeller was observed 2.8 miles south of your residence at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA's standard prop departure procedure (SEAL BEACH FIVE) allows for aircraft heading eastbound to fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start before 5 a.m. as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
12/18/15	6:08 am	12/18/15	4:58 am	Redondo Beach	Too frequent	At the reported time, a Convair CVLT cargo propeller was observed 3 miles south of your residence at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA's standard prop departure procedure (SEAL BEACH FIVE) allows for aircraft heading eastbound to fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/18/15	1:30 pm	12/18/15	9:47 am	La Habra Heights	Go-around	At the reported time, an unknown aircraft was observed flying in a pattern over your area at an approximate altitude of 2,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Los Alamitos Joint Forces Training Base and was not associated with LAX operations. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/19/15	6:33 am	12/19/15	6:30 am	Culver City	Low flying	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/19/15	8:21 am	12/19/15	7:50 am	Pacific Palisades	Overflight	At 7:45 a.m., an Airbus 380 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly over your area as they approach the SMO VOR. This standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/19/15	8:23 am	12/19/15	8:22 am	Culver City	Overflight	At the reported time, a Compass Airlines Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/19/15	8:25 am	12/19/15	8:24 am	Culver City	Overflight	At the reported time, a Compass Airlines Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/19/15	9:53 am	12/16/15	6:15 am	Westchester	Loud noise	At the reported time 6:15 a.m. on December 16th, a Boeing 737 departed from runway 6R to the east. On the reported day, between 5:57 a.m. and 10:55 a.m. the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations due to FAA flight check activity. From December 14th through December 16th, the FAA conducted 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. For more information please visit the FAA's Flight Inspection Operations Group webpage at: http://www.faa.gov/air_traffic/flight_info/avn/flightinspection/. On December 8th, the FAA deviated from Over Ocean Operations (OOO) between midnight and 6:30 a.m. per Southern California TRACON request. On December 9th, the FAA ATC deviated from OOO between 5:45 and 6:30 a.m. due to fog. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
12/19/15	10:58 am	12/19/15	10:57 am	Culver City	Overflight	At the reported time, a Delta Airlines Boeing 757 on arrival to LAX was observed over your area at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/19/15	11:01 am	12/19/15	11:00 am	Culver City	Overflight	At the reported time, a Compass Airlines Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/19/15	11:03 am	12/19/15	11:03 am	Culver City	Overflight	At the reported time, a Cessna 172 was observed 0.63 miles northwest of your residence at an approximate altitude of 2,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft, which originated at Santa Monica Airport (SMO), was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information please contact SMO at 310-458-8692. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. 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. *
12/19/15	11:18 am	12/19/15	11:18 am	Culver City	Overflight	At the reported time, an Airbus 380 on arrival to LAX was observed over your area at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until mid to late 2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar.

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

* 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
12/19/15	3:10 pm	12/19/15	3:09 pm	Culver City	Low flying	At the reported time, an Airbus 330 on arrival to LAX was observed over your area at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/19/15	5:08 pm	12/19/15	5:05 am	Culver City	Loud noise	At 4:58 a.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. 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 a runway closure. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
12/19/15	8:06 pm	12/19/15	7:40 pm	Los Angeles	Overflight	At the reported time, a Boeing 747 on arrival to LAX was observed 0.4 miles northeast of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increase at LAX. At times, the FAA ATC may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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
12/20/15	7:16 am	12/20/15	6:44 am	Culver City	Loud noise	There were no unusual aircraft operations observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. The reported aircraft were flying on published FAA arrival procedures for LAX and were observed flying north of your residence at altitudes between 6,400' and 7,200'. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/20/15	7:42 am	12/20/15	7:42 am	Culver City	Overflight	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/20/15	7:54 am	12/20/15	7:54 am	Culver City	Overflight	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/20/15	9:04 am	12/20/15	8:58 am	Pacific Palisades	Overflight	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. However, at 8:56 a.m. a Boeing 777 on arrival to LAX was observed 2.6 miles south of your residence at an approximate altitude of 9,700'. 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. Some of these aircraft may fly over your area as they approach the SMO VOR. This standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/20/15	4:13 pm	12/19/15	10:40 am	Los Angeles	Low flying	At 10:39 p.m. on December 19th, a Boeing 757 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 standard arrival procedure has been in place for over 30 years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA may assign different altitude and heading instructions at their discretion. 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.
12/20/15	4:14 pm	12/20/15	6:50 am	Los Angeles	Loud noise	At 10:39 p.m. on December 19th, an Embraer 170 on arrival to LAX was observed 0.5 miles south of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 standard arrival procedure has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Please note that LAX has no jurisdiction over aircraft in flight. The FAA may assign different altitude and heading instructions at their discretion. 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.
12/20/15	4:45 pm	12/20/15	4:10 pm	Redondo Beach	Loud noise	Insufficient information provided; unable to investigate. *
12/20/15	9:32 pm	12/20/15	6:44 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 standard arrival procedure has been in place for over 30 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 activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/20/15	9:33 pm	12/20/15	8:10 pm	Los Angeles	Overflight	At the reported time, a Boeing 747 on arrival to LAX was observed 0.3 miles northeast of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increases at LAX. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
12/20/15	10:36 pm	12/20/15	10:35 pm	Culver City	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/21/15	11:03 am	12/21/15	6:05 am	Los Angeles	Low flying	At the reported time, a Boeing 777 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. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 5:57 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, 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 transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO, aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a 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
12/21/15	11:04 am	12/21/15	6:41 am	Los Angeles	Low flying	At the reported time, a Boeing 777 on arrival to LAX was observed 0.6 miles south of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 standard arrival procedure has been in place for over 30 years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA may assign different altitude and heading instructions at their discretion. 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. *
12/22/15	8:20 am	12/22/15	8:19 am	Culver City	Low flying	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/22/15	10:03 am	12/22/15	10:03 am	Los Angeles	Overflight	Your residence is located approximately 0.2 miles south of the standard arrival route for aircraft landing to 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. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/23/15	12:22 pm	12/23/15	12:17 pm	Culver City	Loud noise	Insufficient information provided; unable to investigate.
12/23/15	5:04 pm	12/23/15	11:37 am	Los Angeles	Overflight	Insufficient information provided; unable to investigate.
12/23/15	5:07 pm	12/23/15	12:40 pm	Los Angeles	Overflight	Insufficient information provided; unable to investigate.

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
12/23/15	7:59 pm	12/23/15	7:59 pm	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. *
12/24/15	3:08 am	12/24/15	3:00 am	Culver City	Low flying	At the reported time, a Boeing 767 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the south or east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue heading west to make a U-turn south over the ocean for their final descent to LAX. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/24/15	5:00 am	12/24/15	4:23 am	Redondo Beach	Loud noise	At the reported time, a Boeing 747 which departed to the east, was observed over your area at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. Whenever easterly tail winds are prevalent, heavy aircraft usually request to depart east into the wind for aircraft safety. When this occurs, aircraft will make a U-turn back to the west and may fly near your residence. Airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
12/24/15	5:23 am	12/24/15	3:53 am	Palos Verdes Estates	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed over your area at an approximate altitude of 7,800'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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
12/24/15	5:34 am	12/24/15	2:18 am	Redondo Beach	Too frequent	At the reported time, a Beechcraft 1900 was observed 1.8 miles south of your residence at an approximate altitude of 8,000'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/24/15	7:11 am	12/24/15	2:17 am	Redondo Beach	Too frequent	At the reported time, a Beechcraft 1900 was observed 1.4 miles south of your residence at an approximate altitude of 8,000'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/24/15	7:31 am	12/24/15	3:54 am	Redondo Beach	Loud noise	At the reported time, a Convair CVLT was observed 3.6 miles south of your residence at an approximate altitude of 9,000'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.

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
12/24/15	11:53 am	12/24/15	6:00 am	Culver City	Loud noise	At 6:06 a.m. on the reported day, an MD11 on arrival to LAX was observed 0.9 miles south of your residence at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 3.5 miles east of the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), and is subject to numerous aircraft flying on published Federal Aviation Administration (FAA) arrival procedures for LAX which reference the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. This FAA arrival procedures have been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity including altitudes and direction of flight with a major emphasis on safety.
12/24/15	6:11 pm	12/24/15	3:54 am	Redondo Beach	Too frequent	At the reported time, a Convair CVLT was observed 3.8 miles south of your residence at an approximate altitude of 9,000'. This prop departure is consistent with published Federal Aviation Administration (FAA) procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/24/15	6:25 pm	12/24/15	5:57 pm	La Habra Heights	Low flying	At the reported time, an MD11 on arrival to LAX was observed 2.3 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the east may fly approximately 2.2 miles north of your residence following published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA may issue different altitude and heading instructions at their discretion for aircraft safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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
12/25/15	1:56 am	12/25/15	1:17 am	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX was observed approximately 0.4 miles south of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 4:15 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 wind conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U -turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, at or above 8,000' MSL, and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
12/25/15	3:08 pm	12/25/15	3:03 pm	Culver City	Loud noise	At 3:03 and 3:05 p.m. on the reported day, an Airbus 340 and a Boeing 787 were observed over your area at approximate altitudes of 6,700' and 6,500', respectively, based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
12/25/15	7:45 pm	12/25/15	7:45 pm	Culver City	Low flying	At 7:41 p.m. on the reported day, a Boeing 747 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north or west which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place in the present location for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/27/15	8:41 am	12/27/15	8:37 am	Culver City	Low flying	At 8:38 a.m. on the reported day, a Boeing 737 on arrival to LAX was observed approximately 1.4 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located northwest of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place in the present location for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/27/15	4:02 pm	12/27/15	3:04 pm	La Habra Heights	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 2.3 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the east may fly approximately 2.2 miles north of your residence following published FAA arrival procedures for LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA may issue different altitude and heading instructions at their discretion for aircraft safety and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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
12/28/15	10:33 pm	12/28/15	10:29 pm	Culver City	Low flying	At the reported time, an Airbus 320 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north or west which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place in the present location for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/29/15	4:17 am	12/29/15	3:53 am	Torrance	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 5.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/29/15	4:19 am	12/29/15	3:56 am	Torrance	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
12/29/15	4:23 am	12/29/15	4:00 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5 miles west of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/29/15	4:29 am	12/29/15	3:54 am	Torrance	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 5.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine how this aircraft noise may be mitigated.
12/29/15	4:37 am	12/29/15	3:54 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 5.3 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine how this aircraft noise may be mitigated.

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
12/29/15	4:37 am	12/29/15	3:55 am	Palos Verdes Estates	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 1.5 miles south of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine how this aircraft noise may be mitigated.
12/29/15	4:41 am	12/29/15	3:56 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.3 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/29/15	4:48 am	12/29/15	3:54 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.4 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine how this aircraft noise may be mitigated.

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
12/29/15	4:53 am	12/29/15	3:55 am	Torrance	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine how this aircraft noise may be mitigated.
12/29/15	4:54 am	12/29/15	3:55 am	Torrance	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.6 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
12/29/15	4:56 am	12/29/15	3:55 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 5.5 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *

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
12/29/15	5:05 am	12/29/15	3:55 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5.3 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
12/29/15	5:06 am	12/29/15	3:55 am	Redondo Beach	Too frequent	The reported aircraft, a Convair CV580 turboprop, was observed 5.5 miles west of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
12/29/15	5:09 am	12/29/15	3:56 am	Palos Verdes Estates	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 1.4 miles south of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
12/29/15	5:12 am	12/29/15	3:55 am	Redondo Beach	Loud noise	The reported aircraft, a Convair CV580 turboprop, was observed 5 miles west of your residence at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
12/29/15	9:52 am	12/29/15	9:49 am	Inglewood	Loud noise	Your residence is located just south of the standard arrival route for aircraft landing to 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Los Angeles World Airports and the FAA provide funding; however, the City of Inglewood implements the Residential Soundproofing Program for Inglewood residences. For more information please contact City of Inglewood Residential Sound Insulation Program at (310) 412-5289.
12/29/15	10:50 am	12/29/15	10:50 am	Unknown	Loud noise	Insufficient information provided; unable to investigate.
12/29/15	2:04 pm	12/28/15	4:28 am	Unknown	Low flying	Insufficient information provided; unable to investigate.

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
12/29/15	4:54 pm	12/29/15	4:44 pm	Culver City	Loud noise	At 4:46 p.m. on the reported day, a Boeing 777 on arrival to LAX was observed over your area at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/29/15	10:02 pm	12/29/15	9:59 pm	Culver City	Low flying	At the reported time, an Airbus 330 on arrival to LAX was observed 0.75 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north or west which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This procedure has been in place in the present location for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
12/30/15	4:24 am	12/30/15	3:48 am	Redondo Beach	Loud noise	At the reported time, a Convair CVLT was observed 0.4 miles north of your residence at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.

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
12/30/15	4:40 am	12/30/15	3:48 am	Redondo Beach	Too frequent	At the reported time, a Convair CVLT was observed 0.7 miles north of your residence at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator to ask for cooperation in resolving this noise issue.
12/30/15	8:09 am	12/30/15	8:09 am	Inglewood	Other	Your residence is located 0.5 miles north of the standard arrival route for aircraft arriving to the north runway complex at LAX during Westerly Operations and is subject to numerous arrivals on final approach. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Aircraft arriving at LAX during Westerly Operations usually fly over your area at average altitudes of 1,200'. Usually, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise on the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. During OOO, LAX arrivals from the south or southeast may fly approximately 1.8 miles north of your residence at average altitudes above 8,500'. On the reported morning, the FAA ATC deviated from OOO and transitioned LAX air traffic flow to Westerly Operations at 6:00 a.m. due to runway construction. 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 standard arrival procedures for LAX have been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please contact City of Inglewood Residential Sound Insulation Program at (310) 412-5289.

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
12/30/15	10:55 am	12/30/15	10:53 am	Inglewood	Loud noise	Your residence is located just south of the standard arrival route for aircraft landing to 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Los Angeles World Airports and the FAA provide funding; however, the City of Inglewood implements the Residential Soundproofing Program for Inglewood residences. For more information please contact City of Inglewood Residential Soundproofing Program at (310) 412 5289.
12/30/15	8:01 pm	12/30/15	5:30 pm	Pacific Palisades	Overflight	At 5:25 p.m., a Global Express business jet which departed from LAX heading north towards Van Nuys Airport (VNY) was observed 0.6 miles west of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
12/31/15	12:06 am	12/30/15	11:42 pm	Culver City	Loud noise	At 11:44 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the standard arrival route for aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. *
12/31/15	11:42 am	12/30/15	10:10 am	Rancho Palos Verdes	Loud noise	At the reported time, an unknown general aviation aircraft 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 originated at Torrance Airport (TOA) and was not associated with LAX operations. Please contact TOA noise abatement center at (310) 784-7950 or visit their WebTrak at http://webtrak5.bksv.com/toa for information regarding TOA operations. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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
12/31/15	11:58 am	8/27/15	8:57 am	Culver City	Too frequent	At 8:56 a.m. on the reported day, a Boeing 717 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the downwind leg of a published FAA arrival procedure for LAX. All other aircraft reported between 8:57 a.m. and 10:56 a.m. on the reported morning were observed flying just north of your residence at altitudes ranging from 5,500' to 7,600'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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 over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. While WebTrak accurately processes a large quantity of radar flight track data, there may occasionally be system updates and/or processing issues that cause full functionality to be temporarily unavailable. If this is the case, you may log on a bit later and use the replay function when it is again available. Flight track data is available in WebTrak for 90 days. Based on our records, we are not aware of any issues with Webtrak on August 27th.
12/31/15	12:06 pm	8/24/15	12:03 pm	Culver City	Too frequent	At the reported time of 12:03 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 7,900' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations (OOO), usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the south or east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. These aircraft may fly over your area as they approach the SMO VOR and continue to fly west over the ocean to make a U-turn south for their final approach. This procedure has been in place for over 30 years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until mid to late 2016. You may find more information on this FAA project at Los Angeles World Airports (LAWA) website, www.lawa.org, by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency. While WebTrak accurately processes a large quantity of radar flight track data, there may occasionally be system updates and/or processing issues that cause full functionality to be temporarily unavailable. If this is the case, you may log on a bit later and use the replay function when it is again available. Flight track data is available in WebTrak for 90 days. Based on our records, we are not aware of any issues with Webtrak on August 24th.

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
12/31/15	12:11 pm	12/31/15	11:45 am	Rancho Palos Verdes	Loud noise	At the reported time, an unknown general aviation aircraft was observed 0.3 miles north of your residence at an approximate altitude of 3,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Torrance Airport (TOA) and was not associated with LAX operations. Please contact TOA noise abatement center at (310) 784-7950 or visit their WebTrak at http://webtrak5.bksv.com/toa for information regarding TOA operations. Most General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
12/31/15	12:20 pm	12/20/15	10:30 pm	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.45 miles north of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the downwind leg of a published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. 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. We work closely with our vendor to ensure that WebTrak is up and running and we are unaware of any problems with WebTrak flight track data on December 20th. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until mid to late 2016. You may find more information on this FAA project at Los Angeles World Airports (LAWA) website, www.lawa.org, by typing FAA Metroplex in the search bar. LAWA is not a sponsor of this project and has not been involved with developing the proposed changes to flight procedures. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency. While WebTrak accurately processes a large quantity of radar flight track data, there may occasionally be system updates and/or processing issues that cause full functionality to be temporarily unavailable. If this is the case, you may log on a bit later and use the replay function when it is again available. Flight track data is available in WebTrak for 90 days. Based on our records, we are not aware of any issues with Webtrak on the date you reported.

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
12/31/15	12:31 pm	12/21/15	9:01 am	Culver City	Too frequent	At the reported time, a Boeing 777 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the downwind leg of a published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. 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.
12/31/15	12:34 pm	12/23/15	10:00 pm	Culver City	Loud noise	At 10:01 p.m. on the reported day, an Airbus 330 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was flying on the downwind leg of a published FAA arrival procedure for LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. 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. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. *
12/31/15	4:18 pm	12/31/15	4:00 am	Culver City	Low flying	At 3:59 a.m. on the reported day, a Boeing 767 on arrival to LAX was observed over your area at an approximate altitude of 8,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 3.5 miles east of the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), and is subject to numerous aircraft flying on published Federal Aviation Administration (FAA) arrival procedures for LAX which reference the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. 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. This FAA arrival procedures have been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity including altitudes and direction of flight with a major emphasis on safety.

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
12/31/15	4:32 pm	12/31/15	4:26 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time, however, at 4:30 a.m., a Boeing 767 on arrival to LAX was observed over your area at an approximate altitude of 8,400' based on available Federal Aviation Administration (FAA) radar flight track data. During Over Ocean Operations, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the south or east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. These aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue to fly west over the ocean to make a U-turn south for their final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or wind, may amplify aircraft noise and make it seem louder than usual.
12/31/15	10:16 pm	12/31/15	9:51 pm	Rancho Palos Verdes	Overflight	At the reported time, a Boeing 737 LAX departure was observed over your area at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. Usually, jets departing LAX fly around the PV Peninsula 2-3 miles offshore until reaching 13,000' altitude, at which point the FAA may issue direct headings that may result in aircraft overflying the PV Peninsula. However, this aircraft was issued a direct heading to PV by the FAA Air Traffic Control (ATC). LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns, including the Daggett Transition procedure, and regulates virtually all aviation activities. This includes altitudes and direction of flight, with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.