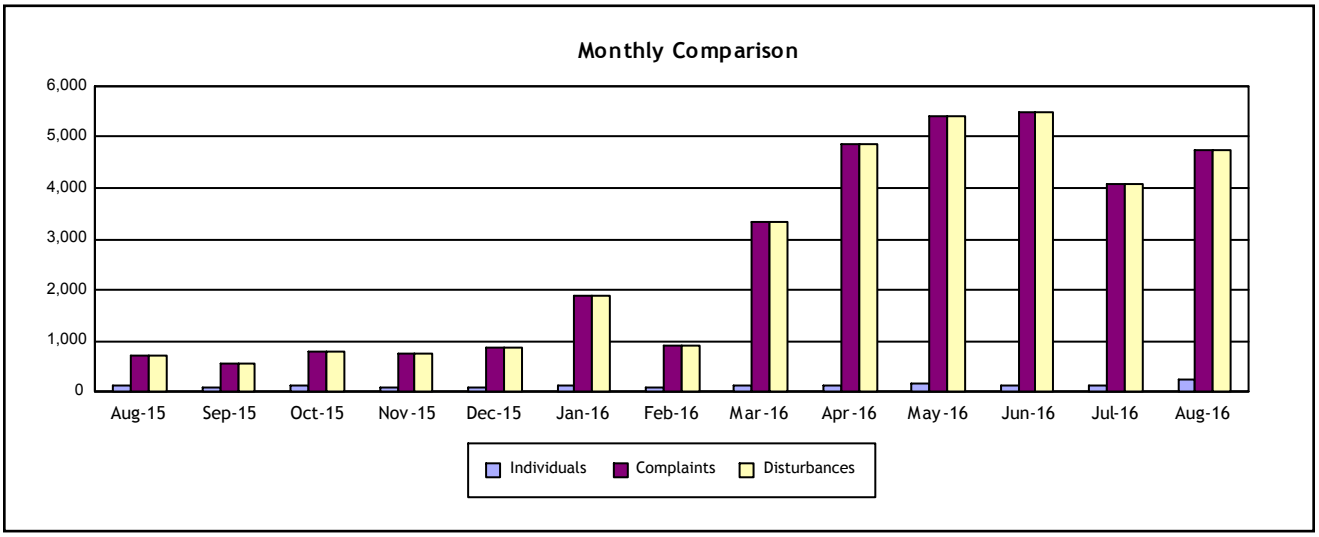
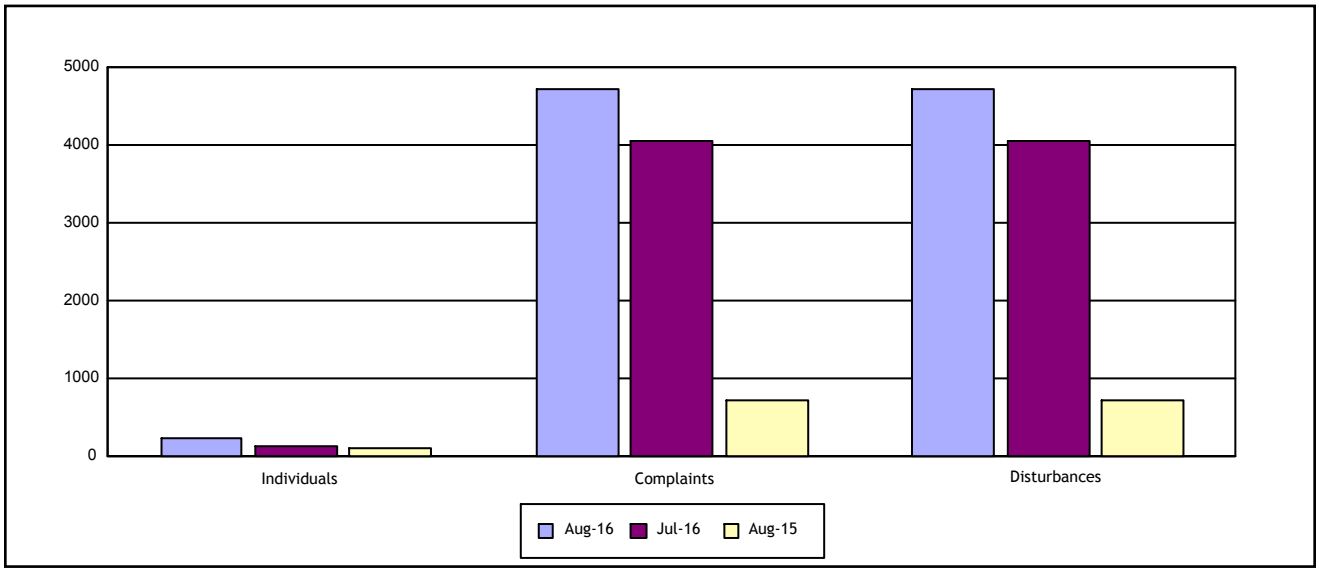
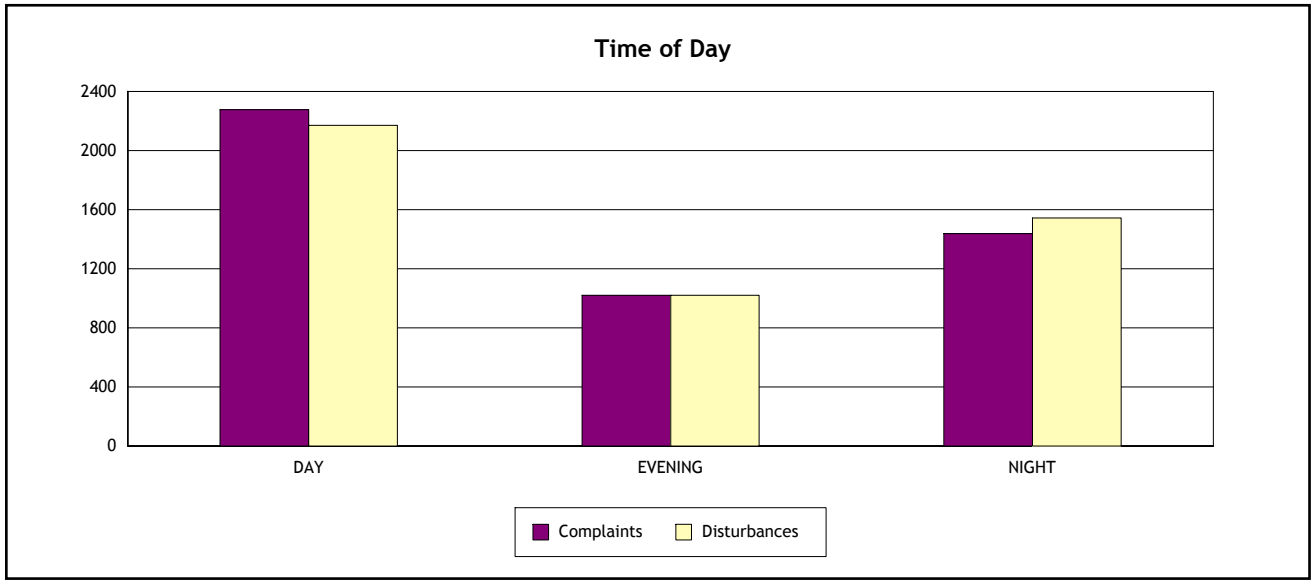
Individuals Submitting Noise Complaints	**227**
Noise Complaints Received	**4,734**
Noise Disturbances Reported	**4,734**

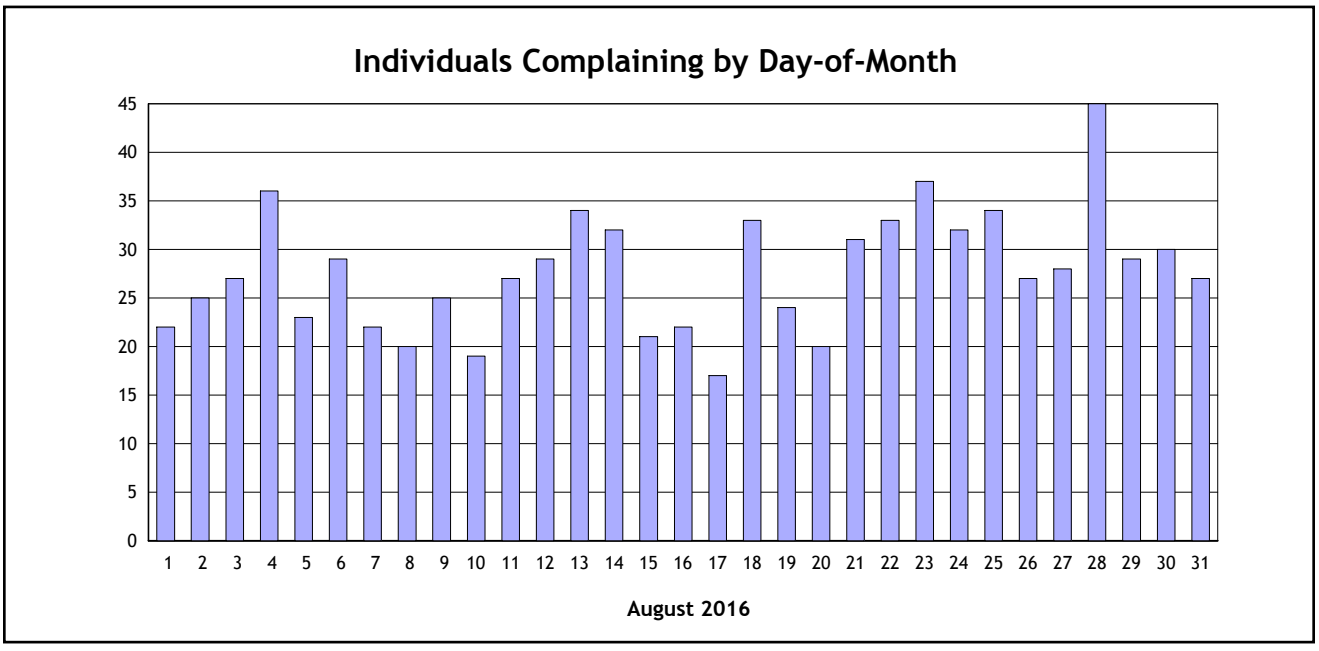


	August 2016	July 2016	% Change	August 2015	% Change
Individuals	227	133	71%	118	92%
Complaints	4,734	4,068	16%	730	548%
Disturbances	4,734	4,068	16%	730	548%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	2,275	1,021	1,438
Disturbances	2,170	1,021	1,543





City	Individuals	Complaints	Percentage of Complaints**
Calabasas	1	1	< 1%
Chatsworth	1	1	< 1%
Culver City	55	2251	48%
El Segundo	5	17	< 1%
Gardena	1	2	< 1%
Huntington Beach	2	5	< 1%
Inglewood	13	37	< 1%
Irvine	1	2	< 1%
La Habra	2	10	< 1%
La Mirada	1	1	< 1%
Lennox	1	1	< 1%
Los Angeles	39	299	6%
Malibu	8	16	< 1%
Manhattan Beach	4	6	< 1%
Montebello	2	2	< 1%
Monterey Park	43	778	16%
Pacific Palisades	5	141	3%
Playa Del Rey	10	13	< 1%
Rancho Palos Verdes	2	2	< 1%
Redondo Beach	2	2	< 1%
Santa Cruz	1	16	< 1%
Santa Monica	22	1115	24%
Topanga	1	2	< 1%
Torrance	1	2	< 1%
Van Nuys	1	1	< 1%
Venice	1	1	< 1%
Whittier	2	10	< 1%
TOTAL	**227**	**4734**	

Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	809	17%
*One Individual (Culver City)	538	11%
*One Individual (Santa Monica)	310	7%
*One Individual (Culver City)	239	5%
*One Individual (Los Angeles)	203	4%
*One Individual (Monterey Park)	187	4%
*One Individual (Santa Monica)	187	4%
*One Individual (Santa Monica)	179	4%
*One Individual (Santa Monica)	134	3%
*One Individual (Pacific Palisades)	127	3%
*One Individual (Monterey Park)	117	2%
*One Individual (Monterey Park)	110	2%
*One Individual (Monterey Park)	81	2%
*One Individual (Santa Monica)	81	2%
*One Individual (Santa Monica)	69	1%
*One Individual (Culver City)	55	1%
*One Individual (Culver City)	54	1%
*One Individual (Monterey Park)	53	1%
*One Individual (Culver City)	51	1%
*One Individual (Monterey Park)	51	1%
*One Individual (Santa Monica)	48	1%
*One Individual (Culver City)	45	1%
*One Individual (Culver City)	41	1%
*One Individual (Santa Monica)	40	1%
*One Individual (Culver City)	39	1%
*One Individual (Culver City)	37	1%
*One Individual (Culver City)	37	1%
*One Individual (Culver City)	37	1%
*One Individual (Culver City)	35	1%
*One Individual (Culver City)	32	1%
*One Individual (Monterey Park)	30	1%
*One Individual (Culver City)	24	1%
*One Individual (Santa Monica)	23	0%
*One Individual (Culver City)	22	0%

*One Individual (Inglewood)		22	0%
*One Individual (Culver City)		19	0%
*One Individual (Monterey Park)		18	0%
*One Individual (Monterey Park)		17	0%
*One Individual (Los Angeles)		16	0%
*One Individual (Monterey Park)		16	0%
*One Individual (Santa Cruz)		16	0%
*One Individual (Santa Monica)		15	0%
*One Individual (Culver City)		14	0%
*One Individual (Culver City)		13	0%
*One Individual (Monterey Park)		13	0%
*One Individual (Monterey Park)		13	0%
*One Individual (Culver City)		12	0%
*One Individual (El Segundo)		12	0%
*One Individual (Culver City)		10	0%
*One Individual (Culver City)		10	0%
*One Individual (Culver City)		9	0%
*One Individual (La Habra)		9	0%
*One Individual (Malibu)		9	0%
*One Individual (Whittier)		9	0%
*One Individual (Monterey Park)		8	0%
*One Individual (Culver City)		7	0%
*One Individual (Culver City)		7	0%
*One Individual (Los Angeles)		7	0%
*One Individual (Monterey Park)		7	0%
*One Individual (Culver City)		6	0%
*One Individual (Culver City)		6	0%
*One Individual (Monterey Park)		6	0%
*One Individual (Monterey Park)		6	0%
*One Individual (Pacific Palisades)		6	0%
*One Individual (Santa Monica)		6	0%
Individuals Reporting 2 To 5 Complaints		160	3%
Individuals Reporting One Complaint		105	2%
TOTAL	**Individuals : 227**	**4734**	

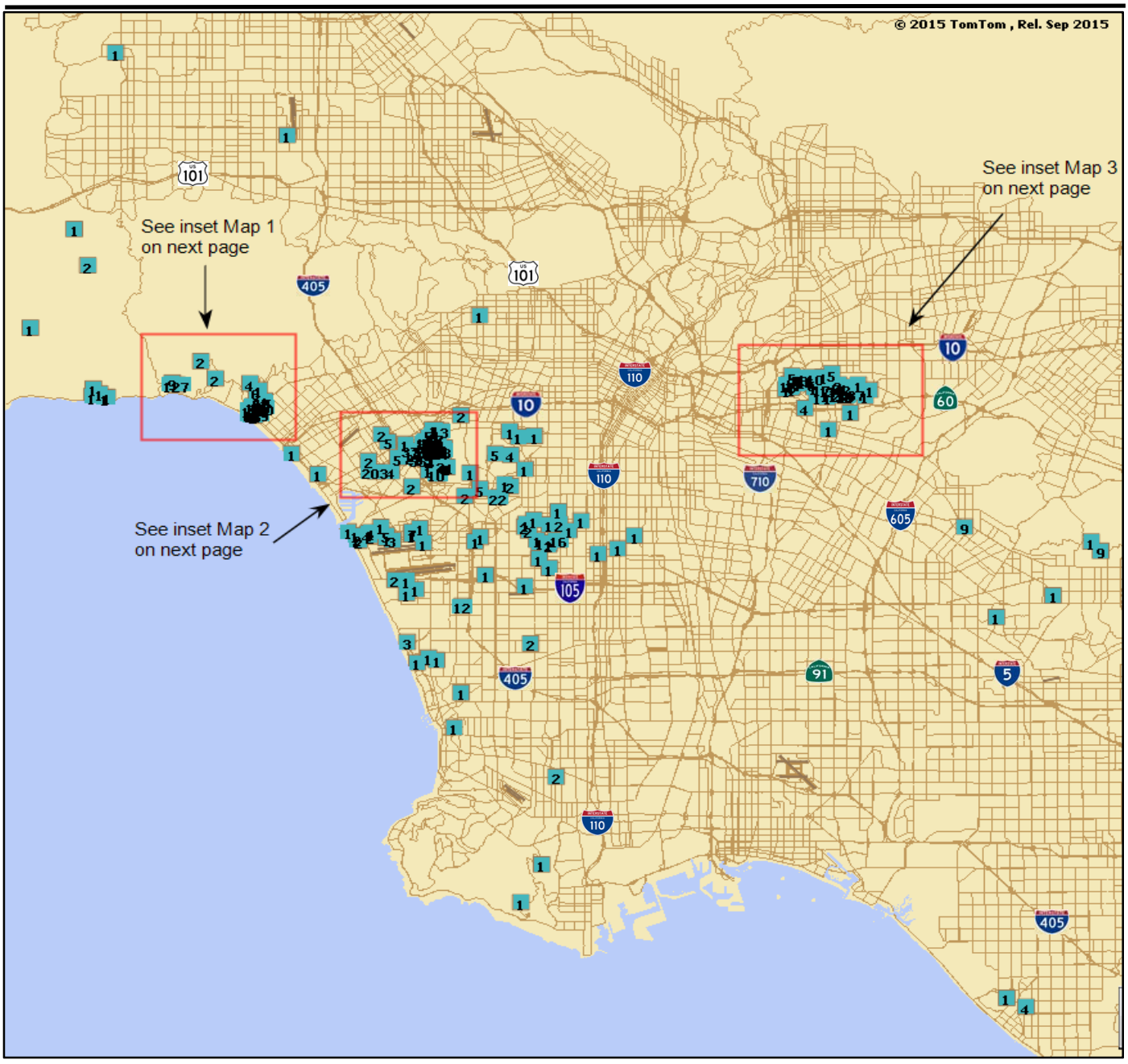
0 10 20 30 40 50 60 70 80 90 100

* 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: August 2016



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

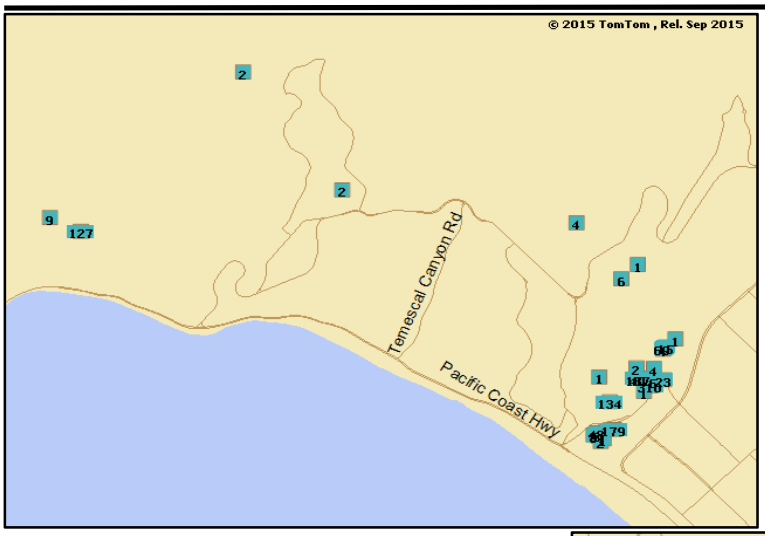
Note: Not included in map are complaints received from Irvine and Santa Cruz, CA.

Complaint Distribution Map

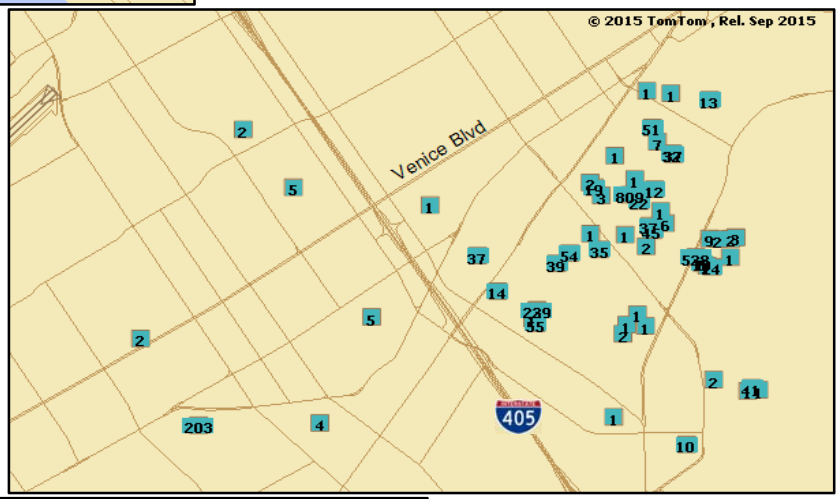
Los Angeles International Airport

Period: August 2016

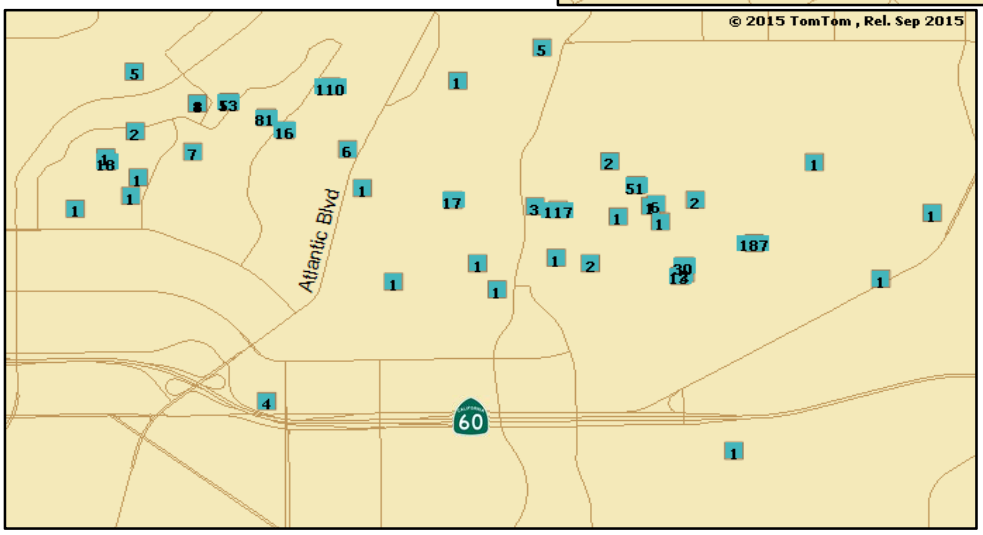
Map 1



Map 2

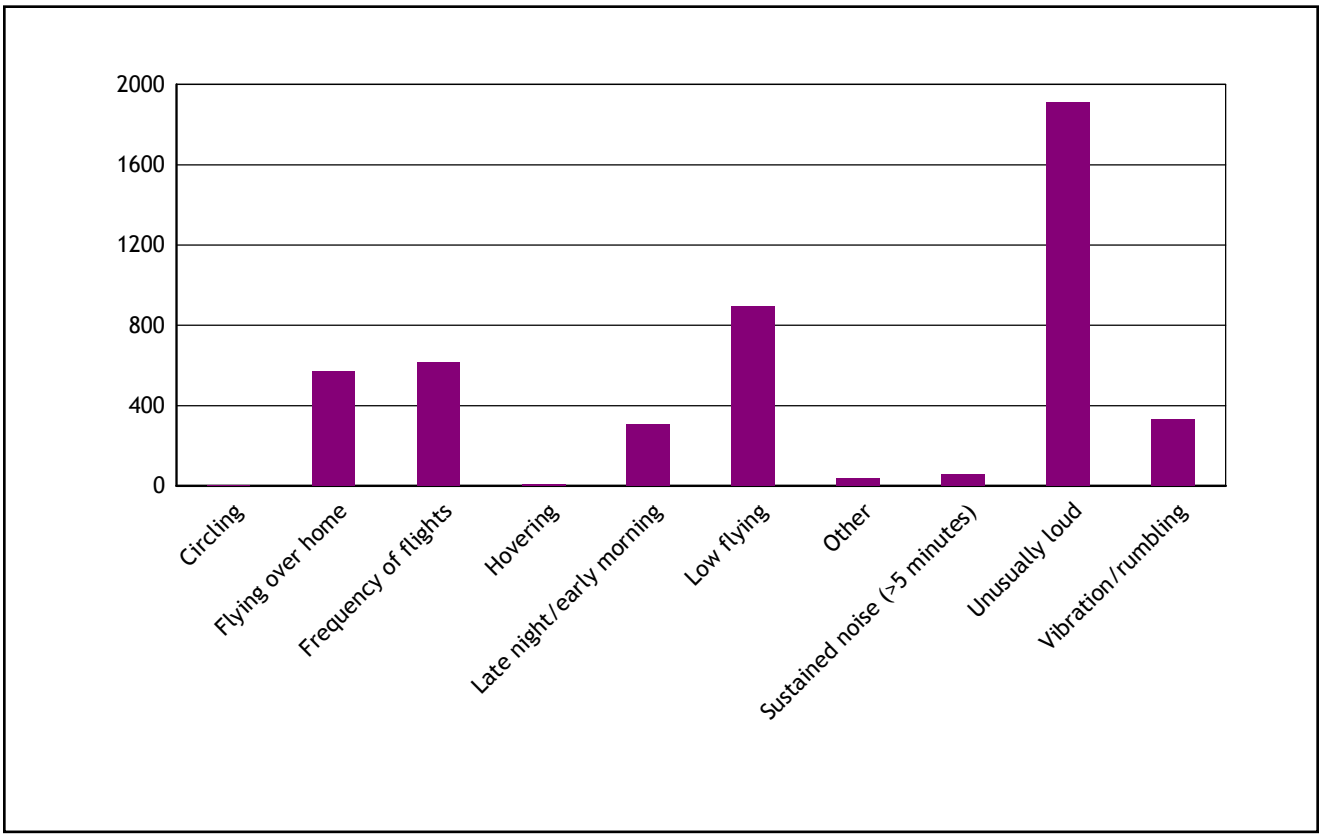


Map 3



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

*Type of Disturbance**	*Number of Complaints*
Circling	4
Flying over home	570
Frequency of flights	616
Hovering	6
Late night/early morning	306
Low flying	893
Other	36
Sustained noise (>5 minutes)	60
Unusually loud	1912
Vibration/rumbling	331
TOTAL	**4,734**



Note: * As reported by complainant.

LAX
Los Angeles World Airports

Aircraft Noise Community Response Report

Operations Receiving Two or More Complaints

Los Angeles International Airport

Period : August 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
08/02/2016	22:28:55	DAL1434	B753	24R	Standard Arrival Operation	2
08/02/2016	23:11:03	HAL2	A332	24R	Standard Arrival Operation	2
08/04/2016	16:24:59	N682SH	HELO	H	Circling Helicopter Operation (Non-LAX)	2
08/06/2016	16:26:27	EVA012	B77W	24R	Standard Arrival Operation	2
08/14/2016	6:44:52	QFA11	A388	24R	Standard Arrival Operation	2
08/22/2016	6:03:36	QFA11	A388	25L	Deviation from Over-Ocean Ops	2
08/22/2016	14:20:17	SWA947	B733	24R	Go-around Operation	2
08/22/2016	20:23:56	UAE217	A388	24R	Go-around Operation	2
08/23/2016	16:03:56	KAL011	A388	24R	Go-around Operation	2
08/27/2016	22:58:16	HAL2	A332	24R	Standard Arrival Operation	2
08/28/2016	18:15:13	N682SH	R44	H	Circling Helicopter Operation (Non-LAX)	2
08/28/2016	21:12:37	HAL34	A332	24R	Standard Arrival Operation	2

Note

DAL	DELTA AIRLINES
EVA	EVA AIRWAYS
HAL	HAWAIIAN AIRLINES
KAL	KOREAN AIRLINES
QFA	QANTAS AIRWAYS, LTD
SWA	SOUTHWEST AIRLINES
UAE	EMIRATES

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

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
8/1/2016	00:00:00	00:38:59	00:38:59	West Flow	Volume
8/1/2016	05:18:00	06:29:59	01:11:59	West Flow	Weather
8/2/2016	00:00:00	00:14:59	00:14:59	West Flow	Ceilings and Arrivals
8/4/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway 6L GS OTS/Ceilings
8/5/2016	00:00:00	04:44:59	04:44:59	West Flow	Runway 6L GS OTS/Ceilings
8/5/2016	05:50:00	06:29:59	00:39:59	West Flow	SoCal TRACON Request
8/6/2016	00:00:00	06:29:59	06:29:59	West Flow	Construction
8/7/2016	00:00:00	00:36:59	00:36:59	West Flow	Ceilings
8/7/2016	06:20:00	06:29:59	00:09:59	West Flow	West Operations Transition
8/8/2016	00:00:00	00:29:59	00:29:59	West Flow	Volume
8/9/2016	06:20:00	06:29:59	00:09:59	West Flow	West Operations Transition
8/10/2016	00:00:00	00:21:59	00:21:59	West Flow	Volume
8/10/2016	06:24:00	06:29:59	00:05:59	West Flow	West Operations Transition
8/11/2016	00:00:00	00:17:59	00:17:59	West Flow	Unknown
8/11/2016	06:29:00	06:29:59	00:00:59	West Flow	West Operations Transition
8/12/2016	00:00:00	00:09:59	00:09:59	West Flow	SoCal TRACON Decision
8/12/2016	02:10:00	06:29:59	04:19:59	West Flow	Runway 24R/06L Closed
8/13/2016	04:10:00	04:59:59	00:49:59	West Flow	Runway 24R/6L Closed
8/14/2016	00:00:00	00:11:59	00:11:59	West Flow	Over Ocean Operations Transition
8/14/2016	06:16:00	06:29:59	00:13:59	West Flow	Volume
8/15/2016	00:00:00	00:05:59	00:05:59	West Flow	SoCal TRACON Decision
8/16/2016	00:00:00	00:00:59	00:00:59	West Flow	Over Ocean Operations Transition
8/16/2016	04:37:00	06:29:59	01:52:59	West Flow	Unknown
8/17/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
8/18/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings
8/19/2016	00:00:00	00:55:59	00:55:59	West Flow	Low Ceilings
8/19/2016	06:15:00	06:29:59	00:14:59	West Flow	West Operations Transition
8/20/2016	00:00:00	00:32:59	00:32:59	West Flow	Volume
8/21/2016	00:00:00	00:03:59	00:03:59	West Flow	Volume
8/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Construction
8/23/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
8/24/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
8/25/2016	06:26:00	06:29:59	00:03:59	West Flow	West Operations Transition
8/26/2016	00:00:00	00:11:59	00:11:59	West Flow	Low Ceiling/Airport Design Group VI Ops
8/26/2016	05:52:00	06:29:59	00:37:59	West Flow	SoCal TRACON Request
8/28/2016	00:00:00	00:17:59	00:17:59	West Flow	Unknown
8/28/2016	06:25:00	06:29:59	00:04:59	West Flow	West Operations Transition
8/29/2016	00:00:00	02:33:59	02:33:59	West Flow	Volume
8/30/2016	00:00:00	00:07:59	00:07:59	West Flow	Volume
8/30/2016	05:42:00	06:29:59	00:47:59	West Flow	SoCal TRACON Request
8/31/2016	05:08:00	06:29:59	01:21:59	West Flow	Weather

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/2/16	6:35 pm	8/2/16	6:35 pm	Los Angeles	Late night/early morning	There were no unusual operations at LAX at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and reverse engine thrust. On the reported day, LAX was experiencing low ceilings which may have amplified aircraft noise. There is no operations curfew at LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations wherein aircraft departures and arrivals occur to and from the west 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 FAA ATC may deviate from this procedure to ensure aircraft safety and it is at their discretion. Certain atmospheric/weather conditions, such as temperature inversion or low cloud layers, may amplify aircraft noise and make it seem louder than usual. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/2/16	7:39 pm	7/27/16	5:00 pm	Los Angeles	Flying over home	At the reported time, a Boeing 787 was observed 0.24 miles south of your residence at an approximate altitude of 1,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.2 miles north of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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
8/2/16	8:17 pm	8/2/16	5:08 pm	Santa Monica	Flying over home	No unusual activity was observed based on available Federal Aviation Administration (FAA) flight track radar data. At the reported time, a Boeing 737 was observed following the downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 1.5 miles south of your residence at an approximate altitude of 8,400' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly south of your residence at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly near your area. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for many 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 including altitude and direction of flight with the major emphasis on safety.
8/2/16	8:58 pm	8/2/16	8:52 pm	Monterey Park	Low flying	At the reported time, a Boeing 737 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 2,600'. This altitude is consistent with the published FAA arrival procedure. The FAA uses the extended downwind during peak air traffic to maintain separation standards for aircraft safety in flight. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	9:01 pm	8/2/16	8:56 pm	Monterey Park	Low flying	At the reported time, a DASH 8 propeller aircraft arriving from Sonoma County Airport (STS) entered the arrival pattern from the north following the extended downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 4,600' based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	9:21 pm	8/2/16	9:16 pm	Monterey Park	Low flying	At the reported time, an Airbus 321 was observed following the extended downwind leg of the published Federal Aviation Administration (FAA) arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 3,900'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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

* 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
8/2/16	9:32 pm	8/2/16	8:25 pm	La Habra	Unusually loud	At the reported time, a Canadair Regional Jet CRJ9 was observed 2.2 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard arrival route straight into LAX and was observed over your area at an altitude consistent with the published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	9:34 pm	8/2/16	9:29 pm	Monterey Park	Low flying	At the reported time, a Boeing 777 following the extended downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX was observed 0.8 miles north of your residence at an approximate altitude of 4,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	10:30 pm	8/2/16	10:22 pm	Culver City	Low flying	At the reported time, a Boeing 757 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1 mile north of your residence at an approximate altitude of 7,000'. No unusual activities were observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	10:30 pm	8/2/16	10:22 pm	Culver City	Frequency of flights	At the reported time, a Boeing 757 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located just south of the downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity 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
8/2/16	10:32 pm	8/2/16	10:26 pm	Culver City	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft following the downwind leg of the FAA-established standard arrival route to LAX. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/2/16	10:34 pm	8/2/16	10:28 pm	Culver City	Low flying	At 10:29 p.m., an Airbus 320 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/2/16	11:03 pm	8/2/16	10:53 pm	Culver City	Vibration/rumbling	At 10:51 p.m., a Boeing 737 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
8/2/16	11:09 pm	8/2/16	11:03 pm	Culver City	Vibration/rumbling	At the reported time, an Airbus 330 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 5,500', which is consistent with the published FAA procedure. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/2/16	11:10 pm	8/2/16	11:03 pm	Culver City	Late night/early morning	At the reported time, an Airbus 330 was observed following the downwind leg of the published Federal Aviation Administration (FAA)-established standard arrival procedure for LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 5,500'. The altitude observed is consistent with the FAA-established procedures. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	11:12 pm	8/2/16	11:06 pm	Culver City	Low flying	At the reported time, a Boeing 737 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.9 miles north of your residence at an approximate altitude of 7,000' based on available FAA radar flight track data. The altitude observed is consistent with the FAA-established procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/2/16	11:25 pm	8/2/16	11:17 pm	Culver City	Late night/early morning	At the reported time, an Airbus 330 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 6,000', which is consistent with the published FAA procedure. This standard arrival procedure has been in place for many years. Certain weather/atmospheric conditions may amplify aircraft noise.
8/3/16	1:27 am	8/3/16	1:20 am	Culver City	Late night/early morning	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. An unidentified helicopter was observed 1.3 miles west of your area from 12:27 a.m.to 1:30 a.m. at an approximate altitude of 500'. As this helicopter departed from that area, it flew eastbound 0.8 miles north of your residence at an approximate altitude of 700'. This helicopter was not associated with LAX operations. Please note that most helicopter operations operate out of airports other than LAX. Most General Aviation (GA) operations, 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. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/3/16	2:57 am	8/3/16	2:51 am	Culver City	Vibration/rumbling	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. This aircraft was following FAA Air Traffic Controller instructions to descend at the pilot's discretion and maintain an altitude of 4,000' MSL. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
8/3/16	6:32 am	8/3/16	6:19 am	Playa Del Rey	Vibration/rumbling	At the reported time of 6:18 a.m., a Boeing 737 landed on runway 24R following the Westerly Operations arrival procedure for LAX. The departure operations reported followed the standard departure procedure towards the ocean using the inboard runways. Due to air traffic volume, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned from Over Ocean Operations to Westerly Operations for arriving flights starting at 6:12 a.m.. No outboard runway departures were observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/3/16	10:44 am	8/3/16	10:44 am	Whittier	Flying over home	There were no LAX operations observed over your area at the reported time of 10:44 a.m. The nearest operation to your residence, a Learjet 60, was observed 0.4 miles west of your residence at 10:36 a.m. at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored to the Seal Beach VOR (SLI VOR), a fixed navigational point located at Los Alamitos Joint Forces Training Base. After reaching the SLI VOR, aircraft continue to descend heading north before joining the final westerly arrival pattern to LAX. The FAA Air Traffic Control (ATC) may issue vector/heading instructions for the aircraft to execute an "S" turn into the final approach path. When this occurs, aircraft will fly in a northeasterly direction and fly over your area before joining the final westerly arrival pattern for final approach to LAX. This procedure is intended to increase separation between aircraft as it slows them down to a safe landing speed and may happen from time to time. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/3/16	12:55 pm	8/3/16	12:30 pm	Los Angeles	Vibration/rumbling	At the reported time, a Boeing 737 on arrival to LAX was observed following the final approach 0.7 miles south of your residence at an approximate altitude of 1,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.7 miles north of the standard arrival route for aircraft landing on the north runway complex and LAX and is subject to numerous arrivals on final approach. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Some of these aircraft may fly closer to your residence as they execute the U-turn to align with the runway. This maneuver requires several wing components to be adjusted and engine thrust to slightly increase to level off the aircraft for landing, which can cause low frequency rumbling noise. Certain weather/atmospheric conditions may amplify aircraft noise.
8/3/16	3:08 pm	8/2/16	7:00 pm	Monterey Park	Vibration/rumbling	At the reported time, a Boeing 717 was 2.8 miles west of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make this U-turn at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area at an altitude at or above 2,500' MSL. This procedure has been in place for many 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. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/3/16	5:56 pm	8/3/16	5:45 pm	Santa Monica	Unusually loud	At the reported time, a Boeing 777 on arrival to LAX was observed 1.4 miles south of your residence at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route and was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
8/3/16	6:15 pm	8/3/16	5:00 pm	Los Angeles	Other	Your residence is located between the two final approach paths for aircraft arriving on the north and south runway complexes at LAX and is subject to numerous arrivals during Westerly Operations. Usually, between midnight and 6:30 a.m. the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume of other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport’s Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/3/16	6:38 pm	8/3/16	4:00 pm	Los Angeles	Flying over home	At the reported time, a Boeing 757 was observed 0.65 miles north of your residence at an approximate altitude of 1,500', and a Boeing 767 was observed 0.56 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. These aircraft were following the FAA-established standard arrival route for the north and south runway complexes at LAX and were observed over your area at altitudes consistent with this procedure. This published FAA arrival procedure has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.
8/3/16	7:50 pm	8/3/16	7:44 pm	Monterey Park	Unusually loud	At the reported time, an Airbus 380 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles south of your residence at an approximate altitude of 2,700' MSL, which is consistent with this published procedure. No unusual activity observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/3/16	10:21 pm	8/3/16	10:05 pm	Culver City	Vibration/rumbling	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 5,400'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/3/16	10:46 pm	8/3/16	10:27 pm	Culver City	Late night/early morning	At the reported time, an Embraer 170 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 6,600'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/3/16	10:46 pm	8/3/16	10:15 pm	Santa Monica	Frequency of flights	Your residence is located 1.2 miles north of the aerial route into the LAX arrival pattern. As aircraft are funneled into the arrival sequence, they may fly over a wide area following vector (heading/speed) instructions that allow for appropriate separation for safety in flight. At 10:14 PM, a Boeing 737 was observed following this aerial route 1.4 miles south of your residence at an approximate altitude of 7,500'. This altitude is consistent with the standard arrival procedures. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	12:23 am	8/4/16	12:00 am	Culver City	Frequency of flights	Your residence is located just south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. At the reported time, an Airbus 319 was observed following the downwind leg of the published FAA arrival procedure 0.2 miles south of your residence at an approximate altitude of 6,600'. Los Angeles World Airports contracted two independent consultants to conduct an analysis of the north arrival downwind to determine if there have been any changes in the arrival procedure. To view the complete report entitled "North Downwind Arrival Study", please visit www.lawa.org and select the Airport Noise icon to find the reports and studies. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented. The FAA released the final environmental assessment on the new procedures and determined a Finding Of No Significant Impact (FONSI). This means that the FAA may begin to implement and phase in the new procedures as early as November 2016. Please visit www.lawa.org, click on the Aircraft Noise icon and select "FAA Southern California Metroplex Project" for more information. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	5:15 am	8/4/16	5:15 am	Inglewood	Late night/early morning	On the reported morning, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to low ceilings. OOO is a noise abatement operational procedure implemented by the FAA when weather conditions allow and navigation equipment are within acceptable range. The FAA may deviate from this procedure due to weather or traffic for aircraft safety and it is at their discretion. There is no operations curfew at LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/4/16	6:30 am	8/4/16	6:14 am	Los Angeles	Sustained noise (>5 minutes)	No LAX operations were observed over your residence during the reported time period 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 due to low ceilings. Low ceilings refers to stagnant dense cloud formations at altitudes below 1,000'. These weather conditions cause the sound waves to bounce low to the ground. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/4/16	7:35 am	8/4/16	7:25 am	Monterey Park	Flying over home	During the reported time period, there were several arriving aircraft flying on the extended downwind leg of the Federal Aviation Administration (FAA)'s standard arrival procedure. During peak air traffic periods, the FAA implements the extended downwind to maintain separation standards for safe and efficient use of the federal air space. At the reported time, an Airbus 332 was observed flying on the extended downwind 0.2 miles south of your residence at an approximate altitude of 3,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	7:37 am	8/4/16	5:27 am	Culver City	Low flying	The Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations (OOO) all night due to low ceilings. At the reported time, an Airbus 321 was observed following the downwind leg of the FAA's published arrival route. This aircraft flew near your residence at an approximate altitude of 5,500'. This altitude is consistent with the FAA-established arrival procedure. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/4/16	2:02 pm	8/4/16	2:02 pm	Lennox	Other	Your residence is located 0.4 miles south of the final arrival route for the south runway complex at LAX. Aircraft on final approach in your area fly at altitudes at or above 500' as they are descending to land. Sound insulation is limited to those residences within the fixed Federal Aviation Administration (FAA)-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information, please contact the LA County Residential Sound Insulation Program at 646-586-1797.
8/4/16	4:05 pm	8/4/16	3:55 pm	Los Angeles	Unusually loud	At the reported time, a General Aviation helicopter was observed circling over your area at an average altitude of 600'. This helicopter operation originated from Hawthorne Airport (HHR) and was not associated with LAX operations. Please contact HHR for more information at 310-349-1635, or you may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	4:08 pm	8/4/16	3:59 pm	Los Angeles	Unusually loud	This is the same helicopter operation previously reported. Based on available Federal Aviation Administration (FAA) radar flight track data, this helicopter began the circling maneuver over your area at 3:44 p.m. and left the area at 4:19 p.m. Most General Aviation (GA) aircraft, including small planes and helicopters operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/4/16	6:39 pm	8/4/16	6:33 pm	Playa Del Rey	Unusually loud	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. The noise observed may have been reverse thrust from an Airbus 330 that had just landed on the outboard runway 24R 1.7 miles southeast of your residence. No unusual activity was observed. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	8:29 pm	8/4/16	8:00 pm	Monterey Park	Unusually loud	Based on available Federal Aviation Administration (FAA) radar flight track data, the operations listed in the disturbance description were as follows: 0.1 mile south of your residence at 2,600' at 7:02 p.m.; 0.2 miles south of your residence at 4,000' at 7:00 p.m.; 0.7 miles south of your residence at 2,500' at 7:04 p.m.; and near your residence at 3,400' at 7:06 p.m. All these aircraft were following the extended downwind leg of the FAA-established standard arrival route to LAX at altitudes consistent with this procedure and meet the separation standards of the published FAA arrival procedure. The FAA Air Traffic Control (ATC) uses the extended downwind during peak air traffic to maintain a safe and efficient use of the federal air space. This procedure has been in existence for many years. No unusual activity was observed. Certain weather/atmospheric conditions may amplify aircraft noise. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/4/16	9:47 pm	8/4/16	9:41 pm	Culver City	Low flying	The reported Airbus 330 was observed following the downwind leg of the standard arrival route to LAX at an approximate altitude of 5,400' in your area. This altitude is consistent with the Federal Aviation Administration (FAA)-established standard arrival procedure, which requires aircraft to continue to descend from 7,000' at the Santa Monica VOR to 2,500' prior to executing the U-turn for final approach at or past the Harbor 110 freeway. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	10:47 pm	8/4/16	10:35 pm	Culver City	Sustained noise (>5 minutes)	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 5,400'. No unusual activity was observed based on available FAA radar flight track data. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study". *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/4/16	10:57 pm	8/4/16	10:36 pm	Culver City	Vibration/rumbling	The reported Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 5,300'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	11:28 pm	8/4/16	11:21 pm	Culver City	Vibration/rumbling	At the reported time, an Airbus 330 was observed following the downwind leg of the standard arrival route to LAX. This aircraft flew 0.1 miles north of your area at an approximate altitude of 5,800'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/4/16	11:50 pm	8/4/16	11:38 pm	Los Angeles	Low flying	At 11:36 p.m., a Boeing 757 was observed 0.4 miles south of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established arrival route to LAX and was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/5/16	1:29 am	8/5/16	1:23 am	Culver City	Late night/early morning	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Our staff was unable to determine the source of the noise disturbance.
8/5/16	3:05 am	8/5/16	3:00 am	Culver City	Late night/early morning	The Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to an instrument landing system malfunction and low ceilings. At the reported time, a Boeing 767 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 3,900' which is consistent with the published FAA procedure. Low ceilings are cloud formations that remain stagnant below 1,000' and can cause sound waves to bounce lower to the ground. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/5/16	3:36 am	8/5/16	3:32 am	Culver City	Late night/early morning	At the reported time, a Boeing 747 was observed following the downwind leg of the published Federal Aviation Administration (FAA) arrival route to LAX. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 6,900'. The FAA Air Traffic Control deviated from Over Ocean Operations all night due to instrument landing system outage and low ceilings. This deviation caused the arrival pattern to remain in the Westerly Operations pattern. Certain weather/atmospheric conditions may amplify aircraft noise.
8/5/16	3:39 am	8/5/16	3:33 am	Culver City	Late night/early morning	At the reported time, a Boeing 767 cargo plane was observed following the downwind leg of the published Federal Aviation Administration (FAA) arrival route to LAX. Westerly Operations procedures were in effect; the FAA deviated from Over Ocean Operations as a result of an instrument landing system outage and low ceilings. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/5/16	8:16 am	8/2/16	10:40 pm	Monterey Park	Flying over home	On the reported date, an unidentified General Aviation (GA) Cessna 172 was observed circling around an approximate 3-mile radius from 9:00 to 10:45 p.m. During this time, the aircraft looped around north of your residence several times; the closest point was observed 0.3 miles north at an approximate altitude of 8,600'. Based on available Federal Aviation Administration (FAA) radar flight track data, it is unclear where this operation originated from, but it landed at Brackett Field (POC), 19.4 miles east of your area. This aircraft was not associated with LAX operations. Please contact POC at 909-593-1395 for more information. Most GA aircraft, including small planes and helicopters operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/5/16	9:10 am	8/5/16	8:51 am	La Habra	Unusually loud	At the reported time, a Canadair Regional Jet CRJ7 was observed following the standard arrival for aircraft arriving from the east straight into LAX. This aircraft flew 2.1 miles north of your residence at an approximate altitude of 6,900'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/5/16	11:00 am	8/5/16	10:00 am	Monterey Park	Frequency of flights	At the reported time, a Boeing 737 following the extended downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX was observed 0.6 miles south of your residence at an approximate altitude of 2,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make this U-turn at a point further to the east due to weather/traffic. When this occurs, aircraft may fly over your area at an altitude at or above 2,500' MSL. This procedure has been in place for many 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. Certain weather/atmospheric conditions may amplify aircraft noise.
8/5/16	11:28 am	8/5/16	2:09 am	Culver City	Unusually loud	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations from midnight to 3:45 a.m. due to low ceilings. Your residence is located 0.6 miles south of the downwind leg of the FAA-established standard arrival route to LAX. At the reported time, a Boeing 747 was observed following the downwind leg of the published FAA arrival procedure 0.7 miles north of your residence at an approximate altitude of 6,500'. On September 2nd, 2016 the FAA released the Final Environmental Assessment (EA), Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the FAA Southern California (SoCal) Metroplex project. The FAA SoCal Metroplex project, when implemented beginning November 2016 through April 2017, will result in changes as to where and how aircraft fly and may affect your area. For more information, please visit www.lawa.org and type FAA Metroplex in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.
8/5/16	1:52 pm	8/5/16	4:44 am	Santa Monica	Unusually loud	On August 5, 2016, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from the Over Ocean Operations (OOO) twice during the night time hours. The first deviation occurred from midnight to 4:45 a.m. due to low ceilings and runway 06R glide slope indicator out of service. The second deviation of the night occurred from 5:50 to 6:30 a.m. due to inaccurate radar read out on oceanic airspace. However, at 4:45 a.m., no LAX operations were observed over your area based on available FAA radar flight track data. Those arrival operations affected by the OOO deviation were observed following the published FAA arrival route off shore at altitudes consistent with the standard procedures.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/5/16	6:34 pm	8/5/16	6:28 pm	La Habra	Unusually loud	At the reported time, an unidentified General Aviation (GA) aircraft was observed 0.4 miles south of your residence at an approximate altitude of 2,300'. This operation originated from El Monte/San Gabriel Valley Airport (EMT) and was not associated with LAX arrival or departure operations. Please contact EMT at 626-448-6129 for more information regarding this operation. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Certain weather/atmospheric conditions may amplify aircraft noise.
8/5/16	10:12 pm	8/5/16	10:07 pm	Santa Monica	Unusually loud	At the reported time, an Airbus 320 was observed 1.25 miles south of your residence at an approximate altitude of 8,500'. This aircraft was following the standard aerial route to enter the LAX airspace at 7,000' over the Santa Monica VOR. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/5/16	11:19 pm	8/5/16	11:15 pm	Pacific Palisades	Flying over home	Thank you for pointing out a possible improvement in the noise complaint form. Several months of testing took place prior to making this new form available to the public; however, as with any other internet-based program, there may be the occasional malfunction or pending development. We will continue to monitor its functionality and work out inconsistencies as necessary. In the meantime, please continue to submit your concerns either via the 424-64-NOISE line or by downloading the new LAX Mobile Web App. For more information on the LAX Mobile Web App, please visit www.lawa.org, enter Noise Management in the search bar and click on Noise Complaints.
8/5/16	11:30 pm	8/5/16	11:26 pm	Pacific Palisades	Flying over home	At the reported time, a Boeing 737 was observed 0.2 miles south of your residence at an approximate altitude of 8,700'. This aircraft was following the aerial route into LAX and was given vector instructions by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to fly direct to Santa Monica VOR. The federal airways may span over a wide area and the FAA ATC issues vectoring instructions that funnel the air traffic into the destination airport air space. This is an FAA-established standard procedure to sequence aircraft safely and efficiently into the arrival pattern to prevent wake turbulence impacts from preceding aircraft. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/5/16	11:40 pm	8/5/16	11:36 pm	Pacific Palisades	Flying over home	At the reported time, an Airbus 320 was observed 1.4 miles north of your residence at an approximate altitude of 8,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following altitude and heading instructions from the FAA Air Traffic Controller. The FAA Air Traffic Control (ATC) may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather or traffic. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/6/16	7:06 am	8/6/16	6:30 am	Monterey Park	Flying over home	Although the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations and maintained Westerly Operations all night due to several airfield closures, based on available FAA radar fight track data no LAX operations were observed over your area at 6:00 a.m. Between 6:15 and 6:30 a.m. there were three arriving aircraft observed flying on the extended downwind leg of the published FAA-established arrival route. The closest operation to your residence within this time period was an Airbus 321 that flew 1.2 miles southwest of your area at an approximate altitude of 3,200', which is consistent with the published FAA flight procedure. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	7:10 am	8/6/16	7:05 am	Pacific Palisades	Flying over home	At 7:03 a.m. on the reported day, an Airbus 330 was observed 0.5 miles south of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed over your area at an altitude consistent with FAA-established standard arrival procedures for LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/6/16	7:30 am	8/6/16	7:19 am	Monterey Park	Unusually loud	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. The FAA Air Traffic Control (ATC) uses the extended downwind to maintain separation standards during peak air traffic volume. When this occurs, aircraft may fly over your area. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the past few years there may be more frequent operations. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/6/16	11:23 am	8/6/16	11:17 am	Culver City	Unusually loud	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.9 miles north of your residence at an approximate altitude of 5,700' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The reported aircraft was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.
8/6/16	11:29 am	8/6/16	11:22 am	Culver City	Frequency of flights	At the reported time, a Boeing 737 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. This aircraft was following the published downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/6/16	4:17 pm	8/6/16	4:10 pm	Culver City	Flying over home	Your residence is located 0.5 miles south of the downwind leg of the Federal Aviation Administration (FAA) standard arrival route to LAX. At the reported time, a Boeing 777 was observed following the published FAA standard arrival procedure and flew 0.6 miles south of your residence at an approximate altitude of 5,600'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at 2,500', for final approach. This published FAA arrival procedure for LAX has been in place for many years. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	4:22 pm	8/6/16	4:16 pm	Pacific Palisades	Flying over home	A Boeing 777 was observed flying direct to Santa Monica VOR as it followed FAA ATC vector instructions. This aircraft was following the federal aerial route published procedures established by the FAA as it flew 0.1 miles south of your residence at an approximate altitude of 9,000'. Certain weather/atmospheric conditions may amplify aircraft noise. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/6/16	4:24 pm	8/6/16	4:18 pm	Culver City	Vibration/rumbling	At the reported time, a Boeing 777 was observed following the published FAA standard arrival route to LAX. This aircraft flew 0.5 miles south of your residence at an approximate altitude of 4,700' which is consistent with this published FAA flight procedure. No unusual activity was observed based on available FAA radar flight track data. LAX is a public airport open 24 hours a day, seven days a week. This standard arrival procedure has been in existence for many years. Certain weather/atmospheric conditions may amplify aircraft noise. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/6/16	4:40 pm	8/6/16	1:48 am	Culver City	Sustained noise (>5 minutes)	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations all night due to several airfield closures, including runway 24R/6L. However, there were no LAX operations observed over your area at the reported time based on available FAA radar flight track data. We were unable to identify the source of the noise disturbance. 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.
8/6/16	4:42 pm	8/6/16	5:31 am	Culver City	Low flying	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations all night due to several airfield closures, including runway 24R/6L. At the reported time, a Boeing 757 was following the published FAA arrival procedure 0.7 miles north of your residence at an approximate altitude of 5,900'. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	4:44 pm	8/6/16	5:37 am	Culver City	Low flying	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations all night due to several airfield closures, including runway 24R/6L. At the reported time, a Boeing 737 was observed following the downwind leg of the FAA-established Westerly Arrival procedure 0.4 miles north of your residence at an approximate altitude of 6,500' which is consistent with the published FAA arrival procedures. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	4:49 pm	8/6/16	5:41 am	Culver City	Frequency of flights	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations all night due to several airfield closures. At the reported time, an Airbus 321 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 4,700' which is consistent with the published FAA procedure. Certain weather/atmospheric conditions may amplify aircraft noise. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/6/16	5:05 pm	8/6/16	4:00 pm	Los Angeles	Frequency of flights	Your residence is located 0.3 miles north of the final approach path for the north runway complex at LAX. Aircraft arriving from the east may be observed in your area at average altitudes of 1,600' or higher. Aircraft entering the final approach from the north to land at LAX, may be close to your area as they complete their U-turn into the alignment sequence. At the reported time, a Boeing 737 was observed on final approach 0.3 miles south of your residence at an approximate altitude of 2,000'. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.
8/6/16	9:28 pm	8/6/16	9:15 pm	Monterey Park	Flying over home	At 9:12 PM, a Boeing 737 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 3,000'. This altitude is consistent with the published FAA arrival procedure. The FAA uses the extended downwind during peak air traffic to maintain separation standards for aircraft safety in flight. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	9:36 pm	8/6/16	9:30 pm	Monterey Park	Flying over home	At the reported time, a Boeing 777 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew over your area at an approximate altitude of 4,200'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	9:40 pm	8/6/16	9:35 pm	La Habra	Low flying	At the reported time, a Boeing 747 was observed 1.4 miles west of your residence at an approximate altitude of 5,000'. This aircraft was following the standard arrival route from the south through the Seal Beach VOR as it was instructed to execute an "S-turn" to enter the final approach pattern into the south runway 25L at LAX. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) employs this procedure to maintain separation standards and use the airspace more efficiently for aircraft safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/6/16	9:44 pm	8/6/16	9:38 pm	Monterey Park	Frequency of flights	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. The FAA Air Traffic Control uses the extended downwind during peak air traffic to maintain separation standards for safe and efficient use of the federal airspace. At the reported time, a Boeing 737 was observed following the extended downwind 0.3 miles south of your residence at an approximate altitude of 2,900'. 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 their descent heading east to make a U-turn at or past the 110 freeway for final approach. When the extended downwind is in effect, aircraft fly farther east to initiate the U-turn at or above 2,500' MSL. The altitudes observed are consistent with the published arrival procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/6/16	11:03 pm	8/6/16	10:45 pm	Monterey Park	Unusually loud	At the reported time, an Airbus 320 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.4 miles south of your residence at an approximate altitude of 2,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic. When this occurs aircraft may fly over your area, usually at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/6/16	11:24 pm	8/6/16	11:12 pm	Monterey Park	Low flying	At the reported time, an Airbus 320 was observed 1.6 miles southwest of your residence at an approximate altitude of 3,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further to the east due to weather/traffic. When this occurs aircraft may fly over your area, usually at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/7/16	10:00 am	8/7/16	9:50 am	Monterey Park	Low flying	At the reported time, a Boeing 717 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.7 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers may amplify aircraft noise and make it seem louder than usual.
8/7/16	12:24 pm	8/7/16	12:19 pm	Santa Monica	Unusually loud	At the reported time, an Airbus 319 was observed following the aerial route into LAX 1.2 miles south of your residence at an approximate altitude of 8,500'. One minute and 40 seconds earlier, a Boeing 777 flew 1 mile south of your area at an approximate altitude of 7,800'. These operations were consistent with the FAA-established arrival procedures. Lateral distance, time between aircraft, rate of speed, altitude and type of aircraft are all factors taken into account for compliance with separation standards. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/7/16	12:32 pm	8/7/16	12:20 pm	Santa Monica	Unusually loud	Based on available FAA radar flight track data, all 4 aircraft of reported concern were observed more than 1 mile south of your residence off shore. These aircraft were following the published FAA aerial route towards LAX at altitudes consistent with the FAA-established procedures. No unusual activity was observed. Certain weather/atmospheric conditions may amplify aircraft noise.
8/7/16	6:25 pm	8/6/16	7:29 pm	Los Angeles	Flying over home	At the reported time, a Boeing 757 was observed over your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/7/16	6:39 pm	8/7/16	6:31 pm	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. The FAA Air Traffic Control uses the extended downwind during peak air traffic to maintain separation standards for safe and efficient use of the federal airspace. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. When the extended downwind is in effect, aircraft fly farther east to initiate the U-turn at or above 2,500' MSL. The altitudes observed are consistent with the published arrival procedure. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/7/16	6:44 pm	8/7/16	6:33 pm	Monterey Park	Flying over home	At the reported time, a Boeing 787 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew over your area at an approximate altitude of 2,600' which is consistent with the published FAA procedure. No unusual activity was observed based on available FAA flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/7/16	7:37 pm	8/7/16	7:20 pm	Monterey Park	Low flying	At 7:19 p.m. on the reported day, a Boeing 737 following the extended downwind leg of the arrival route to LAX was observed over your area at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This 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 activity with the major emphasis on safety.
8/7/16	8:07 pm	8/7/16	7:50 pm	Monterey Park	Unusually loud	At the reported time, a Boeing 737 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew over your area at an approximate altitude of 2,600'. The altitude of this operation is consistent with the published FAA arrival procedures. Certain weather/atmospheric conditions may amplify aircraft noise.
8/7/16	8:54 pm	8/7/16	8:49 pm	Monterey Park	Unusually loud	At the reported time, a Boeing 757 was observed 0.4 miles south of your residence at an approximate altitude of 2,600’ based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further to the east due to weather/traffic. When this occurs aircraft may fly over your area, usually at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/7/16	9:05 pm	8/7/16	9:00 pm	Monterey Park	Flying over home	At the reported time, a Boeing 777 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.3 miles south of your residence at an approximate altitude of 2,700' which is consistent with the published Westerly Operations arrival procedure for LAX. No unusual activity was observed based on available FAA radar flight track data. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) to minimize aircraft noise in the communities 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 approximately 2.5 miles south of your residence at altitudes over 8,000' as they continue to descend heading west to make a U-turn over the ocean for final approach. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigational equipment are within acceptable range. The FAA may deviate from this procedure due to weather, traffic or for aircraft safety and it is at their discretion. Certain weather/atmospheric conditions may amplify aircraft noise.
8/7/16	9:19 pm	8/7/16	9:19 pm	Monterey Park	Flying over home	At the reported time, an Airbus 320 was observed 2.5 miles west of your residence at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500'. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/7/16	11:43 pm	8/7/16	11:30 pm	Monterey Park	Late night/early morning	At 11:28 p.m., a Boeing 767 was observed 2.8 miles west of your residence at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/8/16	9:35 am	8/8/16	9:35 am	Los Angeles	Late night/early morning	Your residence is located just north of the final approach path to the south runway complex at LAX. Aircraft arriving into LAX fly near your area at altitudes at or above 1,600' on final. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/8/16	11:44 am	8/8/16	11:44 am	Inglewood	Sustained noise (>5 minutes)	Your residence is located 0.5 miles north of the final approach route for the north runway complex at LAX. Based on Federal Aviation Administration (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. Aircraft on final approach to land at LAX follow a straight path south of your residence at average altitudes at or above 1,200'. At the reported time, a Boeing 737 was on final approach 0.4 miles south of your residence at an approximate altitude of 1,300'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. Sound insulation is limited to those residences within the fixed FAA approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information, please contact the City of Inglewood Residential Sound Insulation Program at 310-412-5289.
8/8/16	3:20 pm	8/8/16	3:20 pm	Venice	Flying over home	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. However, your residence is located under the departure route for Santa Monica Airport (SMO). Please contact SMO at 310-458-8692 for more information. Your area may be impacted by General Aviation (GA) aircraft noise at altitudes below 2,000', depending on aircraft type. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations.
8/8/16	9:28 pm	8/8/16	9:21 pm	Monterey Park	Frequency of flights	At the reported time, a regional jet was observed 0.7 miles south of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point farther east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/8/16	9:45 pm	8/8/16	9:26 pm	Monterey Park	Unusually loud	At the reported time, a regional jet was observed 1 mile south of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/8/16	11:00 pm	8/8/16	10:00 pm	Monterey Park	Flying over home	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard route to LAX. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. 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.
8/9/16	7:05 am	8/9/16	7:00 am	Los Angeles	Late night/early morning	Your residence is located between the final approach paths for the north and south runway complexes. During the hours between 06:30 a.m. and midnight, aircraft on final approach may be at altitudes at or above 1,500' to the north, and at or above 1,200' to the south of your residence. Usually, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise 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. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/9/16	7:24 am	8/9/16	7:16 am	Monterey Park	Unusually loud	At the reported time, a Boeing 737 on arrival to LAX was observed 0.3 miles south of your residence at an approximate altitude of 3,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic to ensure compliance with FAA established separation standards. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. *
8/9/16	10:17 am	8/8/16	11:55 pm	Los Angeles	Flying over home	At 11:54 p.m. on the reported day, a Boeing 777 was observed 0.8 miles south of your residence at an approximate altitude of 5,600’ based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/9/16	10:40 am	8/9/16	10:32 am	Culver City	Low flying	At the reported time, an Airbus 380 was observed 0.6 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established arrival route to LAX and was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/9/16	10:40 am	8/9/16	6:19 am	Montebello	Flying over home	Your residence is located in an area that may be impacted by the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX as arriving aircraft execute a U-turn to align with the final approach. The FAA Air Traffic Control uses the extended downwind during peak air traffic to maintain separation standards for safe and efficient use of the federal airspace. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. When the extended downwind is in effect, aircraft fly further east to initiate the U-turn at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/9/16	11:59 am	8/9/16	11:52 am	Culver City	Low flying	At the reported time, an unidentified helicopter was observed over your area at an approximate altitude of 800' while at the same time a Boeing 787 was following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX 0.1 miles south of your residence at an approximate altitude of 6,600'. The helicopter originated from Van Nuys Airport and was not associated with LAX operations. The Boeing 787 was observed at an altitude consistent with the published FAA arrival procedure based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500’ MSL, for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Please submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/9/16	7:22 pm	7/31/16	11:08 pm	Montebello	Sustained noise (>5 minutes)	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX and is subject to numerous arrivals. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers may amplify aircraft noise and make it seem louder than usual.
8/9/16	11:51 pm	8/9/16	11:45 pm	Monterey Park	Low flying	At 11:43 p.m., an Airbus 320 was observed 2.5 miles southwest of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further to the east due to weather/traffic. When this occurs aircraft may fly over your area, usually at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/10/16	7:29 am	8/10/16	7:24 am	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. At the reported time, an Embraer 170 was observed following the extended downwind leg of the standard arrival procedure near your residence at an approximate altitude of 2,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500'. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/10/16	8:07 am	8/10/16	8:01 am	Monterey Park	Low flying	An Embraer 170 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 2,600'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/10/16	8:44 am	8/10/16	6:26 am	Culver City	Vibration/rumbling	Over Ocean Operations (OOO) is usually in effect from midnight to 6:30 am when weather and operational conditions permit. On August 10 LAX was in OOO. However, pilots receive airport information status every hour on the hour. This means that an aircraft 30 minutes away from the airport begins to prepare for the arrival procedure in advance as soon as the status update is acknowledged. With this caveat in mind, the FAA Air Traffic Control Tower (ATCT) also needs to prepare as far in advance as necessary based on expected air traffic volume. On the morning of August 10, the last OOO arrival entered the pattern at 06:15 and landed at 06:23. At 06:24, the ATCT transitioned the airport from OOO to Westerly Operations. The Airbus 380 reported entered the Westerly Operations arrival pattern at 06:26 and landed at 06:35 AM. This aircraft flew near your area at an approximate altitude of 5,000'. Certain weather/atmospheric conditions may amplify aircraft noise. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/11/16	5:59 am	8/11/16	5:59 am	Inglewood	Sustained noise (>5 minutes)	There were no unusual aircraft operations observed over your area during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/11/16	7:40 am	8/10/16	3:41 pm	Los Angeles	Unusually loud	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/11/16	10:55 am	8/11/16	7:02 am	Los Angeles	Sustained noise (>5 minutes)	There were no unusual aircraft operations observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/11/16	9:52 pm	8/11/16	9:45 pm	Culver City	Unusually loud	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 5,500'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/11/16	10:23 pm	8/11/16	10:18 pm	Monterey Park	Low flying	At the reported time, a Boeing 737 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed over your area at an approximate altitude of 2,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/12/16	6:02 am	8/12/16	5:50 am	Monterey Park	Low flying	At the reported time, a Boeing 747 following the extended downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX was observed 2.6 miles southwest of your residence at an approximate altitude of 3,100'. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. On the reported day, the FAA Air Traffic Control deviated from OOO between 2:10 a.m. to 6:30 a.m. and maintained LAX air traffic flow in Westerly Operations due to runway closures on the north complex. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. These FAA arrival procedures for LAX have been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/12/16	6:44 am	8/12/16	6:31 am	Monterey Park	Low flying	At the reported time, a Boeing 717 was observed 1.4 miles west of your residence at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This 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 activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/12/16	6:54 am	8/12/16	6:42 am	Monterey Park	Low flying	At the reported time, an Airbus 380 was observed 0.4 miles west of your residence at an approximate altitude of 3,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. This 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 activity with the major emphasis on safety.
8/12/16	1:28 pm	8/12/16	1:28 pm	Playa Del Rey	Flying over home	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a General Aviation (GA) Cessna 206 was observed following the GA Coastal Route headed north and flew over your area at an approximate altitude of 6,100'. The GA Coastal Route is a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace at altitudes between 5,500' and 6,500' MSL. This GA aircraft originated at John Wayne Airport (SNA) and was not associated with LAX operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/12/16	3:08 pm	8/12/16	2:54 pm	Culver City	Unusually loud	At the reported time, a helicopter operation that originated at Whiteman Airport (WHP) was flying southbound over your residence at an approximate altitude of 1,100'. This helicopter was operated as General Aviation (GA) for VIP transport and it landed at the Fixed Base Operator (FBO) facility at LAX. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/12/16	4:30 pm	8/12/16	7:00 am	Monterey Park	Late night/early morning	Your residence is located under the extended downwind of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point farther east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This 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 activity with the major emphasis on safety.
8/12/16	7:59 pm	8/12/16	7:47 pm	La Habra	Unusually loud	At the reported time, an Embraer 170 on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard arrival route and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
8/12/16	8:47 pm	8/12/16	6:19 am	Culver City	Late night/early morning	At the reported time, a Boeing 737 was observed over your area at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. On the reported morning, between 2:10 a.m. and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to a runway closure. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/12/16	10:32 pm	8/12/16	10:18 pm	Culver City	Frequency of flights	At the reported time, a Boeing 737 was observed following the downwind leg of the standard arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. There were no unusual aircraft operations observed at the reported time. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, click on “North Downwind Arrival Study”.
8/12/16	10:55 pm	8/12/16	10:49 pm	Culver City	Frequency of flights	At the reported time, an Embraer 170 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,300' which is consistent with the published arrival procedure. No unusual activity was observed based on available FAA radar flight track data. *
8/12/16	11:47 pm	8/12/16	11:37 pm	Culver City	Low flying	At 11:35 p.m., the reported aircraft was observed approximately 1.4 miles north of your residence at an approximate altitude of 4,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. At 11:34 p.m., when this aircraft was approximately 12 miles northwest of your residence, the FAA Air Traffic Controller instructed the pilot to descend and maintain an altitude of 4,000'. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to traffic or for aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	7:29 am	8/13/16	7:24 am	Culver City	Low flying	We were unable to confirm the reported aircraft, Hawaiian Airlines (HAL18), at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. However, at 7:17 a.m., a Hawaiian Airlines (HAL4) Airbus 330 was observed over your area at an approximate altitude of 4,200' based on available FAA radar flight track data. This aircraft was on arrival to LAX from the north and was instructed by the FAA Air Traffic Control to descend and maintain an altitude of 4,000'. The FAA ATC may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather or traffic for aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/13/16	8:12 am	8/13/16	8:12 am	Los Angeles	Frequency of flights	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	8:48 am	8/13/16	7:17 am	Culver City	Low flying	At the reported time, an Airbus 330 following the downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,100'. Your residence is located under the downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/13/16	4:15 pm	8/13/16	3:07 pm	Whittier	Low flying	At the reported time, an Embraer 170 was observed 0.6 miles north of your residence at an approximate altitude of 5,600'. This aircraft originated from Montrose, Colorado and was observed following the standard published FAA arrival route straight into LAX at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/13/16	4:17 pm	8/13/16	3:10 pm	Whittier	Low flying	At the reported time, a Beech 90 General Aviation aircraft that originated from Fresno Yosemite International Airport (FAT) entered the LAX arrival pattern from the south and was observed 0.7 miles south of your residence at an approximate altitude of 4,000' which is consistent with the published FAA procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/13/16	4:19 pm	8/13/16	3:12 pm	Whittier	Low flying	The Airbus 320 you reported was observed at 2:48 p.m. following the standard federal airway straight into LAX 0.6 miles north of your residence at an approximate altitude of 5,900'. However, due to loss of separation with an Embraer 170 entering the final approach path from the north, the A320 was instructed by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) to execute a 360° turn over your area. As the aircraft re-entered the final approach path at 2:52 p.m., it flew a second time 0.5 miles north of your residence at an approximate altitude of 5,000'. This aircraft maneuver is a standard procedure used by the FAA ATC to maintain separation standards. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	4:24 pm	8/13/16	3:15 pm	Whittier	Low flying	At 3:02 p.m., the reported Airbus 321 on arrival to LAX from the east was observed 0.6 miles north of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.5 miles south of the standard federal airway for aircraft arriving to LAX. Aircraft arriving to LAX from the east are on a descending slope into the final approach at altitudes at or above 4,500' when flying over your area. Aircraft arriving from the south enter the final approach path just west of your area at altitudes at or above 4,000'. These published FAA arrival procedures for LAX have been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/13/16	4:29 pm	8/13/16	4:20 pm	Monterey Park	Unusually loud	At the reported time, a Boeing 777 following the extended downwind leg of the arrival route to LAX was observed 0.1 miles south of your residence at an approximate altitude of 4,100'. Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather or air traffic. When this occurs, aircraft may fly over your area. This published FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	4:53 pm	8/13/16	3:20 pm	Los Angeles	Unusually loud	At the reported time, a Boeing 777 was observed 0.5 miles south of your residence at an approximate altitude of 1,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/13/16	6:02 pm	8/13/16	5:53 pm	El Segundo	Other	At the reported time, no LAX operations were observed over your area. LAX operations do not usually fly over your area. It is possible that the loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Your residence is subject to Hawthorne Municipal Airport (HHR) operations and General Aviation (GA) aircraft following the GA Mini Route, a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace directly over the airport at an altitude of 2,500' MSL. Most GA aircraft, including small planes and helicopters, operating under VFR do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversion, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	6:47 pm	8/13/16	5:24 am	Malibu	Flying over home	At 5:22 a.m., an McDonnell Douglas MD-11 was observed 1.7 miles south of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Over Ocean Operations arrival procedure for LAX and was observed over your area at an altitude consistent with this published FAA procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/13/16	8:32 pm	8/13/16	8:32 am	Los Angeles	Unusually loud	Your residence is located under the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This published Federal Aviation Administration (FAA) arrival procedure for LAX has been in place for many years. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please visit our website at www.lawa.org enter "Sound insulation" in the search bar, and click on "Soundproofing Program".
8/13/16	10:44 pm	8/11/16	4:30 am	Malibu	Low flying	At 4:27 a.m., a Boeing 777 was observed 2.8 miles south of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Over Ocean Operations arrival procedure for LAX and was observed near your area at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/13/16	10:59 pm	8/13/16	10:54 pm	Culver City	Flying over home	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. The altitude observed is consistent with the published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain atmospheric/weather conditions such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/13/16	11:34 pm	8/13/16	11:27 pm	Los Angeles	Sustained noise (>5 minutes)	At the reported time, an unknown helicopter was observed 0.7 miles west of your residence at an approximate altitude of 700'. 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). You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/13/16	11:44 pm	8/13/16	11:33 pm	Santa Monica	Flying over home	At 11:35 p.m., a Boeing 737 on arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 7,500’ based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the FAA-established standard arrival route to LAX and was observed near your area at an altitude consistent with this procedure. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/14/16	6:42 am	8/14/16	6:36 am	Santa Monica	Low flying	At the reported time, an Airbus 380 was observed 1.3 miles south of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the FAA-established standard arrival route to LAX and was observed near your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed over your area at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/14/16	6:52 am	8/14/16	6:46 am	Santa Monica	Unusually loud	At the reported time, a Boeing 747 on arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the FAA-established standard arrival route to LAX and was observed near your area at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data.
8/14/16	7:12 am	8/13/16	5:44 am	Malibu	Late night/early morning	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. LAX was in nighttime Over Ocean Operations (OOO) at the reported time and there were no unusual aircraft operations observed over your area. During OOO, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading west to make a U-turn over the ocean for final approach to LAX. This FAA arrival procedure has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/14/16	7:29 am	8/14/16	6:37 am	Culver City	Unusually loud	At the reported time, an Airbus 380 was observed 0.5 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 FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/14/16	8:32 am	8/14/16	8:27 am	Santa Monica	Frequency of flights	At the reported time, a Boeing 737 was observed 1.1 miles south of your residence at an approximate altitude of 8,700'. This aircraft was following the standard aerial route into the LAX airspace and was observed near your area at an altitude consistent with the published Federal Aviation Administration (FAA) arrival procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/14/16	8:35 am	8/14/16	8:31 am	Santa Monica	Frequency of flights	No unusual activity was observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, an Airbus 320 following the downwind leg of the published FAA standard arrival route into LAX was observed 1.1 miles south of your residence at an approximate altitude of 8,100'. This aircraft was observed near your area at an altitude consistent with the published procedure. Please note that LAX has no jurisdiction over aircraft in flight. The frequency of operations is based on FAA-established separation standards for safety and efficient use of the federal airspace. Certain atmospheric/weather conditions, such as temperature inversions fog, or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/14/16	9:07 am	8/14/16	9:07 am	Manhattan Beach	Unusually loud	There were no LAX operations observed over your area during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. We were unable to determine the cause of the noise you observed. It is possible that the loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify the aircraft noise and cause it to travel further into the adjacent communities. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.
8/14/16	10:37 am	8/14/16	10:37 am	Manhattan Beach	Late night/early morning	There were no unusual aircraft operations observed on the reported day based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your residence. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and cause it to travel further into the adjacent communities.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/14/16	10:47 am	8/14/16	10:32 am	Manhattan Beach	Other	There were no unusual aircraft operations observed on the reported morning based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/14/16	10:47 am	8/14/16	10:43 am	Santa Monica	Flying over home	At the reported time, an Airbus 380 on arrival to LAX was observed 1.3 miles south of your residence at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the FAA-established standard arrival route to LAX and was observed near your area at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *
8/14/16	3:58 pm	8/14/16	12:07 am	Culver City	Frequency of flights	Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may more frequent operations. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, and click on “North Downwind Arrival Study”.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/14/16	5:32 pm	8/14/16	5:26 pm	Culver City	Unusually loud	At the reported time, a Boeing 787 was observed 0.8 miles north of your residence at an approximate altitude of 7,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/14/16	7:12 pm	8/14/16	6:02 pm	Whittier	Low flying	At 5:38 PM, the Boeing 737 you reported was entering the arrival pattern 0.3 miles north of your residence at an approximate altitude of 4,300'. This aircraft originated from Puerto Vallarta, Mexico (PVR) and entered the federal aerial route south of your residence at Seal Beach. As the aircraft crossed over the Seal Beach VOR, the FAA ATC vectored the aircraft to fly heading 015° northbound. This caused the aircraft to fly east of your residence as it turned into the final approach. The altitude and direction of flight are consistent with published FAA arrival procedures. No unusual activity was observed based on available FAA radar flight track data. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. For aircraft safety concerns please contact the FAA's Flight Standards District Office (FSDO) at 562-420-1755 or by visiting www.faa.gov and entering “Flight Standards District Office” in the search bar. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *
8/14/16	10:48 pm	8/14/16	10:40 pm	Culver City	Low flying	At the reported time, an Airbus 320 was observed 0.4 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 FAA-established arrival route to LAX and was observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/15/16	12:22 am	8/15/16	12:18 am	Culver City	Sustained noise (>5 minutes)	The noise you observed may be attributed to departure backblast resulting from engines at full power during takeoff. There were no unusual aircraft operations observed at the reported time. At 12:16 a.m. on the reported morning, an Airbus 320 was observed 0.5 miles north of your residence at an approximate altitude of 7,000' MSL. At 12:13 a.m., when this aircraft was approximately 18 miles southeast of your residence, the FAA Air Traffic Controller assigned an altitude of 7,000'. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather/traffic or for aircraft safety. Please note the airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/15/16	6:37 am	8/15/16	6:37 am	Los Angeles	Flying over home	Your residence is located approximately 0.15 miles north of the standard arrival route for aircraft landing on the north runway complex at LAX and is subject to numerous arrivals on final approach. This published Federal Aviation Administration (FAA) arrival procedure for LAX has been in place for many years. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please visit Los Angeles World Airport's Soundproofing webpage at: www.lawa.org, enter "Soundproofing" in the search bar and click on the Soundproofing Program link. For information on how to soundproof a home, you may visit our website www.lawa.org and type "Noise Quest" in the search bar to visit a site with information on reducing noise in a house. Once you navigate to this site, type "reducing noise inside a house" in the search field.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/15/16	6:40 am	8/15/16	6:40 am	Los Angeles	Other	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please visit Los Angeles World Airport's Soundproofing webpage at: www.lawa.org, enter "Soundproofing" in the search bar and click on the Soundproofing Program link.
8/15/16	3:07 pm	8/15/16	7:54 am	La Habra	Unusually loud	At 7:37 a.m. on the reported day, a regional jet was observed over your area at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR (SLI VOR), a fixed navigational point located at Los Alamitos Joint Forces Training Base. After reaching the SLI VOR, aircraft continue to descend before they turn west and align on the final arrival route to LAX. The FAA may vector these aircraft further east than usual before joining the final arrival pattern due to traffic/weather to maintain separation from other aircraft and it is at their discretion. Please note LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/16/16	4:35 am	8/16/16	4:00 am	Los Angeles	Unusually loud	We were unable to confirm any maintenance engine run-up activity during the reported time period based on available information. The loud noise you observed may be attributed to arrival reverse engine thrust used to safely slow aircraft upon touchdown. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/16/16	7:25 am	8/16/16	7:15 am	Monterey Park	Low flying	At the reported time, an Embraer 170 on arrival to LAX was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500'. 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
8/16/16	9:40 am	8/16/16	9:40 am	Manhattan Beach	Late night/early morning	No LAX operations were observed over your area at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. The loud noise you are observing may be attributed to ground operations when aircraft are taxiing, arriving, and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and cause it to travel further into the adjacent communities. Your area is also subject to General Aviation (GA) operations from other local airports including Hawthorne Municipal Airport (HHR), Torrance Airport (TOA), and departures from Long Beach Airport (LGB). GA aircraft, including small planes and helicopters 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 activity with the major emphasis on safety.
8/16/16	6:35 pm	8/16/16	6:25 pm	Los Angeles	Unusually loud	At the reported time, a Boeing 777 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 7,300'. The altitude observed for this operation is consistent with the published arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/16/16	10:49 pm	8/16/16	10:45 pm	Monterey Park	Late night/early morning	At the reported time, a Boeing 757 was observed 0.3 miles west of your residence at an approximate altitude of 2,700' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO) at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500'. 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
8/16/16	11:12 pm	8/16/16	11:12 pm	Los Angeles	Sustained noise (>5 minutes)	Your residence is located 0.4 miles south of the final approach path for the south runway complex at LAX. Aircraft flying straight in for landing travel westbound at altitudes at or above 1,100'. At the reported time, a Boeing 737 was observed following the published FAA standard arrival procedure 0.4 miles north of your residence at an approximate altitude of 1,200'. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/17/16	7:13 am	8/17/16	7:00 am	Monterey Park	Frequency of flights	At the reported time, a Boeing 777 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 3,700' which is consistent with the published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/17/16	11:08 am	8/17/16	11:08 am	Los Angeles	Flying over home	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 2 miles south of the downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east before making a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/18/16	4:39 am	8/18/16	4:29 am	Culver City	Other	At the reported time, a Boeing 777 cargo aircraft was observed following the downwind leg of the published Federal Aviation Administration (FAA)-established standard arrival procedure for LAX. This aircraft flew 1.6 miles north of your residence at an approximate altitude of 7,800' based on available FAA radar flight track data. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) due to low ceilings. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The FAA may deviate from this procedure due to weather/traffic to ensure aircraft safety and it is at their discretion. It is also possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/18/16	7:15 am	8/18/16	7:10 am	Monterey Park	Low flying	At the reported time, a Boeing 737 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 2,500'. No unusual activity was observed based on available FAA radar flight track data. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/18/16	7:42 am	8/18/16	Ĥ7:42 am	Los Angeles	Frequency of flights	The aircraft you are observing may be arrivals to LAX following the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. You may also be observing ground noise from LAX 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 aircraft noise and cause it to travel further into the adjacent communities. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter "Noise management" in the search bar, click on "LAX Noise Management" and under Reports and Studies, click on "North Downwind Arrival Study".

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/18/16	8:33 am	8/18/16	8:28 am	Monterey Park	Frequency of flights	At the reported time, a Boeing 737 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.7 miles north of your residence at an approximate altitude of 4,200' based on available FAA radar flight track data. The FAA uses the extended downwind during times of peak air traffic volume to maintain separation standard for safety and to ensure efficient use of the federal airspace. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *
8/18/16	12:10 pm	8/12/16	11:00 pm	Santa Monica	Late night/early morning	At the reported time, an Airbus 319 was observed 1.2 miles south of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the published FAA standard arrival procedure for LAX and was observed near your area at an altitude consistent with this procedure. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 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. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/18/16	1:59 pm	8/17/16	5:15 pm	Los Angeles	Unusually loud	The reported aircraft, a Cessna Citation C750 was observed 0.36 miles southeast of your residence at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Santa Monica Airport (SMO) and was not associated with LAX operations. For more information or to file a complaint please contact SMO at 310-458-8692 or visit their website at www.smgov.net/departments/airport. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/18/16	7:50 pm	8/18/16	7:45 pm	Santa Monica	Low flying	At the reported time, an Airbus 380 was observed 0.5 miles north of your residence at an approximate altitude of 8,100'. This aircraft was following the Federal Aviation Administration (FAA)-established airway southbound from Fillmore VOR and was instructed to fly direct to the Santa Monica VOR. The FAA Air Traffic Control (ATC) sometimes issues direct vectors/heading instructions to sequence aircraft into the arrival pattern to ensure separation standards are met for safety in flight. At the same time, an unidentified helicopter was also observed 0.5 miles west of your residence at an approximate altitude of 1,000'. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/18/16	8:22 pm	8/18/16	7:44 pm	Pacific Palisades	Flying over home	At the reported time, an Airbus 380 was observed 0.3 miles north of your residence at an approximate altitude of 8,900'. The federal airways may span over a wide area that funnels aircraft towards a certain way point along their route onto their final destination. Aircraft arriving to LAX from the north, traverse over Fillmore and are vectored to follow the airway towards Santa Monica. Occasionally, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) issues vector instructions for aircraft to fly direct to the Santa Monica VOR. These instructions are designed to sequence the aircraft into the arrival pattern with the appropriate separation between preceding aircraft. In this case, the Airbus 380 was given fly direct instructions. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/18/16	10:03 pm	8/18/16	9:56 pm	Culver City	Flying over home	At the reported time, a Boeing 777 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 1 mile north of your residence at an approximate altitude of 7,200' based on available FAA radar flight track data. This aircraft was observed over your area at an altitude consistent with the published FAA arrival procedure for LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/18/16	11:04 pm	8/18/16	10:51 pm	Monterey Park	Late night/early morning	At the reported time, an Embraer 170 was observed 0.8 miles northeast of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point further east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. There is no operations curfew at LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/18/16	11:07 pm	8/18/16	10:52 am	Monterey Park	Low flying	At the reported time, a Boeing 737 was observed 2.8 miles west of your residence at an approximate altitude of 4,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the FAA-established standard arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA Air Traffic Control (ATC) sometimes instructs aircraft to make a U-turn at a point farther east due to weather or traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide spread area where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/18/16	11:10 pm	8/18/16	11:06 pm	Monterey Park	Low flying	At the reported time, a Boeing 737 was observed following the extended downwind leg of the published Federal Aviation Administration (FAA) standard arrival route for LAX. This aircraft flew 0.8 miles southwest of your residence at an approximate altitude of 3,600'. No unusual activity was observed based on available FAA radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/19/16	1:07 am	8/19/16	12:15 am	Inglewood	Late night/early morning	At the reported time, an Airbus 321 was observed 0.2 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, between midnight and 12:56 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to low ceilings. During Westerly Operations, your residence is subject aircraft on final approach to the north runway complex at LAX. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft operations occur to and from the west 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 FAA may deviate from this procedure and it is at their discretion. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/19/16	9:19 am	8/19/16	9:14 am	Culver City	Unusually loud	At the reported time, an Airbus 319 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 miles south of your residence at an approximate altitude of 6,100' based on available FAA radar flight track data. This procedure has been in place for many years and the reported aircraft was observed over your area at an altitude consistent with this procedure. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/19/16	3:32 pm	8/14/16	9:00 am	Culver City	Other	Your residence is located approximately 1 mile south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. 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. LAX departures do not usually fly over your area. The standard Loop departure procedure requires aircraft heading to eastern destinations to depart LAX to the west, execute a U-turn over the ocean and cross back over the shoreline at or above 10,000' between 7:00 a.m. and 9:00 p.m. These departures usually fly approximately 2 miles south of your residence at average altitudes of 12,000' or higher. These procedures have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. There were no unusual aircraft operations observed on the reported morning. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. No changes in standard procedures have been observed either for arriving or departing aircraft based on available FAA radar flight track data. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/19/16	11:17 pm	8/19/16	11:10 pm	El Segundo	Vibration/rumbling	At the reported time, the Qantas Airbus 380 you observed departed from the outboard runway 25L and was not observed flying over your community based on available Federal Aviation Administration (FAA) radar flight track data. Category VI aircraft, such as the Airbus 380, may appear to flying closer due to the size of the aircraft. Due to its extended wing span, the Airbus 380 is not allowed to depart from inboard runway 25R as it interferes with other operations taxiing in and out of the adjacent gates.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/19/16	11:34 pm	8/19/16	11:19 pm	Inglewood	Unusually loud	Your residence is located 0.2 miles north of the standard arrival route for aircraft landing on the north runway complex at LAX during Westerly Operations, usually in effect from 6:30 a.m. to midnight, and is subject to numerous arrivals on final approach. Usually, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein LAX aircraft operations 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 to minimize noise in areas directly east of the airport. The FAA ATC may deviate from this procedure due to traffic/weather for aircraft safety and it is at their discretion. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/20/16	9:12 am	8/20/16	8:42 am	Los Angeles	Unusually loud	At 8:39 a.m., a regional jet was observed 1.2 miles north of your residence at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/20/16	9:16 am	8/20/16	9:14 am	Los Angeles	Unusually loud	At 9:13 a.m., a Boeing 737 was observed 1.2 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/20/16	9:20 am	8/20/16	9:17 am	Los Angeles	Unusually loud	At the reported time, a Boeing 737 was observed 1.1 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/20/16	12:32 pm	8/20/16	1:53 am	Los Angeles	Vibration/rumbling	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 1:33 a.m., an Airbus 320 was observed 2 miles south of your residence at an approximate altitude of 3,800' based on available FAA radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high/too fast). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
8/20/16	12:32 pm	8/20/16	12:32 pm	Inglewood	Late night/early morning	On the dates reported from 8/17 through 8/20, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations (OOO) due to low ceilings in addition to an instrument landing system outage on one of these nights. When OOO is in effect, arriving aircraft from the east travel westbound at higher altitude to make a U-turn over the ocean for over water approach. This is a noise abatement procedure to provide respite to the communities located east of the airport between midnight and 6:30 a.m. The FAA deviates from this procedure when low visibility or wind conditions may jeopardize aircraft safety over the ocean. LAX is open 24 hours a day and there are no operational curfews. Certain weather/atmospheric conditions may amplify aircraft noise.
8/20/16	12:35 pm	8/19/16	6:35 am	Los Angeles	Vibration/rumbling	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. We were unable to determine source of the reported noise disturbance.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/20/16	12:35 pm	8/16/16	10:07 pm	Los Angeles	Vibration/rumbling	No LAX operations were observed over your area at the reported time based on available FAA radar flight track data. Staff was unable to determine the source of the reported noise disturbance.
8/20/16	10:53 pm	8/20/16	9:55 pm	Los Angeles	Vibration/rumbling	No LAX operations were observed over your area based on available FAA radar flight track data. Staff was unable to determine the source of the noise disturbance.
8/21/16	10:53 am	8/21/16	10:50 am	Los Angeles	Other	At the reported time, an Airbus 320 on arrival to LAX was observed 1 mile 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 following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/21/16	10:55 am	8/21/16	10:52 am	Los Angeles	Frequency of flights	At the reported time, a Boeing 717 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 7,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/21/16	1:08 pm	8/21/16	1:05 pm	Culver City	Unusually loud	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew over your area at an approximate altitude of 6,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/21/16	7:38 pm	8/21/16	10:17 am	Culver City	Unusually loud	The reported Delta Airlines Boeing 777, 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 following the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/21/16	9:03 pm	8/21/16	9:01 pm	Santa Monica	Flying over home	At the reported time, a Piper Cherokee twin propeller General Aviation aircraft was observed 0.1 miles south of your residence at an approximate altitude of 3,700'. This aircraft was following the Mini Route into Long Beach Airport (LGB). The GA Mini Route is a north-south flight path for non-LAX aircraft operating under Visual Flight Rules (VFR) to travel through LAX Class B airspace directly over the airport at altitudes at or above 2,500' MSL. Please contact LGB for more information at 562-570-2665. Certain weather/atmospheric conditions may amplify aircraft noise.
8/21/16	9:07 pm	8/21/16	9:02 pm	Santa Monica	Frequency of flights	Your residence is located 0.6 miles north of the standard airway into LAX. At the reported time, a Boeing 737 was observed flying 0.9 miles south of your area at an approximate altitude of 8,400'. This operation was consistent with the published Federal Aviation Administration (FAA) standard arrival procedures. No unusual activity was observed based on available FAA radar flight track data. Frequency of operations is based on FAA-established separation standards for safety and efficient use of the federal air space. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations.
8/21/16	9:07 pm	8/21/16	9:04 pm	Santa Monica	Frequency of flights	A Boeing 777 was observed following the standard aerial route into LAX. This aircraft flew 1.1 miles south of your residence at an approximate altitude of 8,100'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/21/16	10:45 pm	8/21/16	10:45 pm	Santa Monica	Sustained noise (>5 minutes)	At the reported time an Embraer 170 was observed following the aerial route near your residence at an approximate altitude of 7,000'. This aircraft was on a downslope as it descended from 10,000' to enter the arrival sequence at the Santa Monica Airport (SMO) VOR (a fixed navigational aid) at 7,000'. This is a normal procedure that followed vector instructions direct to the SMO VOR. Certain weather/atmospheric conditions may amplify aircraft noise. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, click on “North Downwind Arrival Study”.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/22/16	6:22 am	8/22/16	5:45 am	Culver City	Unusually loud	The Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations due to multiple airfield closures for construction. At the 5:43 a.m., a Boeing 747 cargo plane was observed following the published FAA arrival route based on available FAA radar flight track data. This aircraft flew 0.8 miles north of your residence at an approximate altitude of 5,700' which is consistent with the published FAA procedure. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at the Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue their descent as they continue heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	9:11 am	8/22/16	8:45 am	Playa Del Rey	Flying over home	At the reported time, a Boeing 737 was observed 0.26 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. In the reported case, the aircraft was not observed flying over your community. This type of operation will happen from time to time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/22/16	9:50 am	8/21/16	9:02 pm	Los Angeles	Other	Your residence is located 2 miles south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. When Over Ocean Operations (OOO) is in effect, usually between midnight to 6:30 a.m., aircraft may fly 1.2 miles north of your area at altitudes above 8,000' as they follow the arrival course westward to land from the water. During OOO, aircraft arriving from the southeast 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 and proceed westbound over the ocean where they make a U-turn to land at LAX. No unusual activity was observed at the reported time based on available FAA radar flight track data. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org/laxtrafficflow. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/22/16	10:14 am	8/22/16	5:54 am	Culver City	Low flying	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to several airfield closures for construction. No LAX operation was observed over your area at the reported time based on available FAA radar flight track data. However, at 5:58 AM, an Airbus 380 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 5,300'. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	10:59 am	8/22/16	10:59 am	Inglewood	Flying over home	Your residence is located under the final approach path for the north runway complex at LAX. Aircraft following the final approach to land fly westbound at altitudes at or above 1,100'. At the reported time, a Boeing 737 was observed inbound on final 0.1 mile north of your residence at an approximate altitude of 1,200'. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	11:00 am	8/22/16	11:00 am	Inglewood	Flying over home	At the reported time, an Airbus 320 was observed following the final approach path into LAX. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 1,200'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	2:09 pm	8/22/16	2:09 pm	El Segundo	Unusually loud	At the reported time, a Boeing 737 was observed over your residence at an approximate altitude of 1,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to departure aircraft on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/22/16	2:19 pm	8/22/16	2:08 pm	El Segundo	Flying over home	At the reported time, a Boeing 737 executed an FAA-initiated go-around from runway 25R due to previous departure slow on take off roll. This aircraft was instructed to turn left heading 190° to avoid wake turbulence and maintain separation from the preceding aircraft. As it executed the turn, the aircraft flew 0.3 miles west of your residence at an approximate altitude of 1,400'. Runway 25L was closed at the time due to required monthly scheduled maintenance. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	7:42 pm	8/22/16	5:10 am	Culver City	Flying over home	At 5:11 a.m. on the reported day, a Boeing 757 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.5 miles north of your residence at an approximate altitude of 5,300' based on available 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 runway construction. During Westerly Operations, usually in effect daily between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/22/16	8:14 pm	8/22/16	7:59 pm	Santa Monica	Unusually loud	At the reported time, an Airbus 380 was observed following the FAA-established standard arrival route into the LAX airspace. This aircraft flew 1.2 miles south of your residence at an approximate altitude of 7,200'. This altitude is consistent with the published FAA arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	8:30 pm	8/22/16	8:04 pm	Los Angeles	Flying over home	At the reported time, an Airbus 380 executed a Federal Aviation Administration (FAA)-initiated go-around due to previous arrival still on runway 24R. The aircraft was instructed to turn right heading 270° and maintain 2,000'. This aircraft flew 0.2 miles south of your residence at an approximate altitude of 1,900' to re-enter the arrival pattern. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/22/16	8:44 pm	8/22/16	7:24 pm	Monterey Park	Flying over home	At the reported time, a Boeing 777 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.8 miles southwest of your residence at an approximate altitude of 4,500' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make the U-turn at a point further to the east due to weather/traffic. When this occurs aircraft may fly over your area, usually at or above 2,500'. This published FAA arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/22/16	9:24 pm	8/22/16	9:24 pm	Los Angeles	Late night/early morning	Your residence is located between the final approach route for the north and south runway complexes. Aircraft on final approach fly at altitudes at or above 1,100'. Your area may also be subject to noise from LAX ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast and arrival reverse engine thrust. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.
8/23/16	8:55 am	8/22/16	5:50 am	Culver City	Low flying	On the reported night, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to several airfield closures for construction. At the reported time, the reported Airbus 380 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 5,500' which is consistent with the published FAA arrival procedure. Certain weather/atmospheric conditions may amplify aircraft noise.
8/23/16	9:12 am	8/22/16	8:02 pm	Los Angeles	Unusually loud	At the reported time, a Boeing 737 was observed 0.4 miles south of your residence at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/23/16	10:58 am	8/23/16	10:58 am	Chatsworth	Flying over home	No aircraft activity was observed over your area at the reported time based on available FAA radar flight track data. However, your area may be impacted by aircraft noise from several airports, including Bob Hope Burbank Airport (BUR), Van Nuys Airport (VNY), Long Beach Airport (LGB), and John Wayne Airport (SNA). This is because many departing aircraft from these airports follow a federal airway northbound via Gorman. Depending on what airport the aircraft departed from, these altitudes vary between 8,000' to 14,000'. Your area is also impacted by BUR and VNY arrival operations at much lower altitudes between 3,000' and 5,000'. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/23/16	11:09 am	8/19/16	12:53 am	Culver City	Late night/early morning	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/23/16	3:57 pm	8/23/16	2:49 pm	Los Angeles	Flying over home	At the reported time, an Airbus 380 executed a Federal Aviation Administration (FAA)-initiated go-around from runway 24R due to previous arrival traffic still on the runway. The pilot was instructed to turn right heading 270° and climb to 2,000'. As the aircraft initiated the turn, it flew 0.3 miles south of your residence over the runway at an approximate altitude of 1,800'. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/23/16	4:00 pm	8/23/16	3:53 pm	Culver City	Vibration/rumbling	At the reported time, an Airbus 380 flew 0.4 miles north of your residence at an approximate altitude of 4,900'. This aircraft was returning to the arrival pattern after executing an FAA-initiated go-around from runway 24R due to previous arrival still on the runway. Certain weather/atmospheric conditions may amplify aircraft noise.
8/23/16	5:20 pm	8/23/16	5:07 pm	Los Angeles	Vibration/rumbling	At the reported time, a General Aviation Beechcraft flew eastbound 0.2 miles south of your residence at an approximate altitude of 2,300'. This operation originated from Hawthorne Airport (HHR) and was not associated with LAX daily operations. Please contact HHR at 310-349-1635 for more information. Certain weather/atmospheric conditions may amplify aircraft noise.
8/23/16	7:59 pm	8/23/16	7:51 pm	Los Angeles	Flying over home	At the reported time, a Boeing 777 executed a Federal Aviation Administration (FAA)-initiated go-around due to air traffic on the runway. This aircraft was instructed to fly heading 270° and climb to 2,000'. As aircraft initiated its turn, it flew 0.2 miles south of your residence at an approximate altitude of 1,700'. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as they return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/24/16	8:37 am	8/23/16	3:18 am	Pacific Palisades	Late night/early morning	On the reported date, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to instrument landing system outages for runways 06R and 07L. At the reported time, a Boeing 777 cargo plane was observed entering the published arrival pattern 2.1 miles south of your residence at an approximate altitude of 9,500'. This is the standard airway into the LAX airspace and it has been in existence for many years. No changes have been observed in operational procedures in recent months, based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/24/16	8:45 am	8/24/16	3:20 am	Pacific Palisades	Low flying	On 8/24, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to instrument landing system outages for runways 06R and 07L. However, no LAX operations were observed over your area at the reported time based on available FAA radar flight track data. There have been no changes in arrival procedures as of the date you contacted us other than incremental increases in the volume of operations since a record low in 2009. Los Angeles World Airports (LAWA) conducted an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. The results of this study are available on our website. Please visit our website at www.lawa.org, enter “Noise management” in the search bar, click on “LAX Noise Management” and under Reports and Studies, click on “North Downwind Arrival Study”.
8/24/16	12:09 pm	8/1/16	10:34 am	La Mirada	Flying over home	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Occasionally, the FAA vectors aircraft arriving from the south to execute an "S" turn to enter the final approach north of your residence. This procedure is intended to slow down the aircraft as it reduces engine thrust and increases separation between flights. This procedure may cause aircraft to fly closer to your area. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/24/16	12:40 pm	8/24/16	12:40 pm	Culver City	Unusually loud	Your residence is located approximately 1 mile south of the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. These aircraft may fly over/near your area at altitudes below 7,000'. Usually, from midnight to 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL, and proceed westbound to make a U-turn over the ocean for final approach. These aircraft may fly over your area at altitudes above 8,000'. These published FAA arrival procedures have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. The FAA ATC may deviate from these procedures due to weather or air traffic for aircraft safety and it is at their discretion. Most helicopters operate out of airports other than LAX. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/24/16	3:24 pm	8/24/16	3:21 pm	Santa Monica	Flying over home	At 3:20 p.m., an Airbus 340 was observed 0.4 miles north of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following altitude and heading instructions given by the FAA Air Traffic Controller. The FAA Air Traffic Control (ATC) may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather/traffic or for aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org/laxtrafficflow.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/24/16	8:34 pm	8/24/16	8:20 pm	Los Angeles	Frequency of flights	Your residence is located just south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. This procedure has been in place for many years. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org/laxtrafficflow. On September 2nd, 2016 the FAA released the Final Environmental Assessment (EA), Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the FAA Southern California (SoCal) Metroplex project. The FAA SoCal Metroplex project, when implemented beginning November 2016 through April 2017, will result in changes as to where and how aircraft fly and may affect your area. For more information please visit www.lawa.org and type FAA Metroplex in the search bar. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/24/16	11:05 pm	8/24/16	11:02 pm	Culver City	Unusually loud	At the reported time, an Airbus 330 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. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/24/16	11:27 pm	8/24/16	11:20 pm	Los Angeles	Unusually loud	No LAX operations were observed over your area at the reported time. Based on available FAA radar flight track data, a Boeing 747 was observed on final approach for runway 25L 3 miles south of your residence at an approximate altitude of 700', and unidentified helicopter was also observed 4 miles northeast of your area at an approximate altitude of 700'. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/25/16	8:24 am	8/25/16	7:49 am	Culver City	Flying over home	At 7:47 a.m., a Boeing 737 on arrival to LAX was observed 0.76 miles north of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/25/16	10:55 am	8/25/16	10:52 am	Monterey Park	Low flying	At the reported time, an Airbus 380 was observed over your area at an approximate altitude of 3,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point farther east due to weather/traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.
8/25/16	11:20 am	8/25/16	11:17 am	Monterey Park	Low flying	At the reported time, a Boeing 737 was following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew over your residence at an approximate altitude of 4,000'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/25/16	12:40 pm	8/23/16	12:00 am	Los Angeles	Unusually loud	Your residence is located approximately 1.5 miles south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/25/16	9:44 pm	8/25/16	9:30 pm	Monterey Park	Low flying	At the reported time, no LAX operations were observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. During peak air traffic volume, the FAA Air Traffic Control (ATC) uses the extended downwind of the arrival route to maintain separation standards for aircraft safety. At 9:25 PM, an Airbus 320 was observed flying on the extended downwind leg 0.6 miles south of your area at an approximate altitude of 2,800'. LAX is a public use airport open to the public 24 hours a day, 7 days a week and there is no curfew in operations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/25/16	9:55 pm	8/25/16	9:49 pm	Culver City	Low flying	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew over your residence at an approximate altitude of 6,100'. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500', for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/25/16	9:57 pm	8/25/16	9:50 pm	Monterey Park	Low flying	At the reported time, an Airbus 320 was observed over your area at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.
8/25/16	11:03 pm	8/25/16	10:57 pm	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. There were 10 arriving flights observed following the extended downwind between 10:30 and 11:00 p.m. At 10:57 p.m., an Embraer 170 flew 0.1 miles south of your residence at an approximate altitude of 2,700' based on available FAA radar flight track data. The FAA Air Traffic Control uses the extended downwind during peak air traffic to maintain separation standards for safe and efficient use of the federal airspace. The altitudes observed are consistent with the published arrival procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/25/16	11:10 pm	8/25/16	11:07 pm	Monterey Park	Low flying	At the reported time, an Airbus 330 was observed following the extended downwind leg of the published Federal Aviation Administration (FAA) standard arrival procedure. This aircraft flew over your area at an approximate altitude of 2,600'. No unusual activity was observed based on available FAA radar flight track data. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/26/16	8:22 am	8/26/16	4:00 am	Pacific Palisades	Late night/early morning	Over Ocean Operations were in effect at the reported time. At 4:04 a.m., an Airbus 306 was observed following the over water arrival procedure 2.3 miles south of your residence at an approximate altitude 5,300'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/26/16	8:40 am	8/23/16	5:50 am	Culver City	Frequency of flights	The Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations all night due to multiple airfield closures. There were 5 arrival operations between 5:22 to 5:35 a.m. following the downwind leg of the published FAA arrival route. These arrivals were consistent with the published arrival procedures. At 5:50 a.m., no LAX operations were observed over your area based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/26/16	11:34 am	8/25/16	1:00 pm	Calabasas	Flying over home	At the reported time, a General Aviation twin propeller Cessna Chancellor C414 was observed flying southbound 2.4 miles northeast of your residence at an approximate altitude of 4,500'. This operation originated from Salinas Municipal Airport and was not associated with LAX arrival or departure operations. On September 2nd, 2016 the FAA released the Final Environmental Assessment (EA), Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the FAA Southern California (SoCal) Metroplex project. The FAA SoCal Metroplex project, when implemented beginning November 2016 through April 2017, will result in changes as to where and how aircraft fly and may affect your area. For more information please visit www.lawa.org and type FAA Metroplex in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.
8/26/16	1:00 pm	8/26/16	12:54 pm	Playa Del Rey	Other	There were no early turns observed over the Playa Del Rey community at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At 12:56 p.m., an Airbus 320 departed LAX and was observed 0.45 miles south of your residence at an approximate altitude of 1,500'. This aircraft followed standard departure procedures for LAX. There were no unusual aircraft operations observed at the reported time based on available FAA radar flight track data. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/26/16	9:15 pm	8/26/16	9:10 pm	Monterey Park	Flying over home	At the reported time, a Boeing 777 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew over your residence at an approximate altitude of 2,600'. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide area where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.
8/27/16	11:22 am	8/27/16	11:22 am	Monterey Park	Low flying	At the reported time, a General Aviation Cessna C72R aircraft flew southbound 0.5 miles northwest of your residence at an approximate altitude of 1,400'. This aircraft originated from Santa Monica Airport (SMO) and it was en route to Montgomery-Gibbs Executive Airport (MYF) in San Diego. This aircraft was not associated with LAX operations. Certain weather/atmospheric conditions may amplify aircraft noise.
8/27/16	11:25 am	8/27/16	11:25 am	Monterey Park	Low flying	At the reported time, an Embraer 175 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft was observed 0.6 miles south of your residence at an approximate altitude of 4,000'. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point farther east due to weather/traffic. When this occurs, aircraft may fly over your area, usually at an altitude at or above 2,500'. This procedure has been in place for many years and there is a wide area where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/27/16	1:32 pm	8/26/16	11:05 pm	Monterey Park	Late night/early morning	At 11:06 p.m., an Airbus 320 was observed 0.7 miles south of your residence at an approximate altitude of 2,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the extended downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
8/27/16	1:33 pm	8/27/16	1:30 pm	Monterey Park	Unusually loud	At the reported time, an Airbus 380 was observed following the extended downwind leg of the standard arrival route to LAX. This aircraft flew 0.25 miles north of your residence at an approximate altitude of 2,500'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/27/16	1:33 pm	8/27/16	1:30 pm	Monterey Park	Low flying	At the reported time, an Airbus 380 was observed following the FAA-established standard arrival route to LAX. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 2,600'. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) uses the extended downwind during peak air traffic periods to maintain separation standards and efficient use of the federal airspace. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/27/16	1:35 pm	8/27/16	1:33 pm	Monterey Park	Unusually loud	A Boeing 777 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 2,600'. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) uses the extended downwind during peak air traffic periods to maintain separation standards and efficient use of the federal airspace. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/27/16	1:38 pm	8/27/16	1:35 pm	Monterey Park	Unusually loud	At the reported time, a Boeing 777 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew 0.2 miles north of your residence at an approximate altitude of 2,700'. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/27/16	1:44 pm	8/27/16	1:42 pm	Monterey Park	Frequency of flights	An Embraer 170 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.6 miles southwest of your residence at an approximate altitude of 3,400'. Lateral distance, time between flights, altitude, and rate of speed are taken into consideration to maintain separation standards for aircraft safety in flight. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/27/16	10:53 pm	8/27/16	10:51 pm	Culver City	Unusually loud	At the reported time, an Airbus 330 was observed 0.8 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/28/16	7:19 am	8/28/16	6:44 am	Los Angeles	Unusually loud	No unusual activity was observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. No construction work was scheduled on this date either, and we were unable to determine the source of the reported noise disturbance based on available information.
8/28/16	8:54 am	8/28/16	8:51 am	Culver City	Sustained noise (>5 minutes)	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 4,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was instructed by the FAA Air Traffic Controller to descend and maintain an altitude of 3,000' after crossing the SMO VOR. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/28/16	8:58 am	8/28/16	8:55 am	Culver City	Frequency of flights	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA) standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. This published FAA arrival procedure for LAX has been in place for many years. Frequency of operations is based on FAA separation standards for safety of aircraft in flight. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/28/16	9:19 am	8/28/16	9:14 am	Los Angeles	Frequency of flights	Your residence is located 1.1 miles south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. No LAX operations were observed over your area at the reported time based on available FAA radar flight track data. However, there are two north to south airways for General Aviation aircraft not associated with LAX arrival and departure operations. These GA airways, the Mini Route and the Coastal Route, allow privately-owned GA aircraft to travel through the LAX airspace at altitudes at or above 2,500'. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/28/16	2:42 pm	8/28/16	2:30 pm	Los Angeles	Low flying	At the reported time, a Boeing 777 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. At 2:13 p.m. a Compass Airlines (CPZ) Embraer 170 was observed 0.75 miles north of your residence at an approximate altitude of 6,800' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over a wide area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed over your area at an altitude consistent with this procedure. This procedure has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org/laxtrafficflow.
8/28/16	5:48 pm	8/28/16	5:44 pm	Los Angeles	Hovering	At the reported time, a General Aviation helicopter operation was observed over your area and was not associated with LAX operations. This helicopter flew 0.1 miles south of your residence at an approximate altitude of 900'. This operation originated from Hawthorne Municipal Airport (HHR). Please contact HHR for more information at 310-349-1635. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/28/16	6:07 pm	8/28/16	6:03 pm	Los Angeles	Sustained noise (>5 minutes)	This noise disturbance may have been caused by the continued helicopter operation previously reported. This GA helicopter was observed 0.1 miles south of your residence at an approximate altitude of 1,200' at the time reported, based on available FAA radar flight track data. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com or contact Hawthorne Municipal Airport at 310-349-1635 for more information.
8/28/16	6:22 pm	8/28/16	6:13 pm	Playa Del Rey	Sustained noise (>5 minutes)	Due to an extended closure of runway 24L, there were multiple departures from outboard runway 24R throughout the weekend. Although these outboard departures did not fly over residential areas, the aircraft noise may have been more noticeable. At the reported time, a Boeing 737 departed from runway 24R and flew 0.4 miles south of your residence at an approximate altitude of 1,300' as it was gaining altitude. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/28/16	7:03 pm	8/28/16	3:25 pm	Los Angeles	Low flying	At the reported time, a Boeing 777 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX was observed over your area at an approximate altitude of 5,500' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was instructed by the FAA Air Traffic Controller to descend and maintain an altitude of 3,000'. The FAA may issue altitude and heading instructions at their discretion to coordinate air traffic flow due to weather/traffic. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/28/16	7:07 pm	8/27/16	10:50 pm	Los Angeles	Low flying	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX was observed over your area at an approximate altitude of 6,800' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published arrival procedure has been in effect for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/28/16	7:09 pm	8/24/16	2:32 pm	Los Angeles	Frequency of flights	At 2:30 p.m., a Boeing 737 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX was observed over your area at an approximate altitude of 6,700' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published arrival procedure has been in effect for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/28/16	7:10 pm	8/12/16	7:58 pm	Los Angeles	Unusually loud	At 7:56 p.m. on the reported day of 08/12/16, an Airbus 380 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX was observed over your area at an approximate altitude of 6,800' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published arrival procedure has been in effect for many years and there is a wide spread as to where aircraft fly when following this procedure. The frequency of operations is based on FAA separation standards. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
8/28/16	7:24 pm	8/28/16	7:17 pm	El Segundo	Other	Your residence is located 1.6 miles south of the south runway complex at LAX. During the time frame between 4:30 to 7:30 p.m. on the reported date, there were several outboard runway 25L departures, four of which were Airbus 380 aircraft. This occurred due to several movement area closures on the north runway complex that prevented these A380 operators from accessing the north runway 24L. The noise heard may be back blast from these departures. Certain weather/atmospheric conditions may amplify aircraft noise.
8/28/16	9:09 pm	8/28/16	9:05 pm	Los Angeles	Unusually loud	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival procedure to LAX was observed over your area at an approximate altitude of 6,100' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published arrival procedure has been in effect for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/28/16	9:37 pm	8/28/16	9:35 pm	Los Angeles	Flying over home	At the reported time, an unidentified helicopter was observed flying north of your residence at an approximate altitude of 1,400'. This operation was not associated with LAX operations. Please submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise. *
8/28/16	11:05 pm	8/28/16	11:05 pm	Inglewood	Flying over home	No aircraft activity was observed over your area at the reported time based on available FAA radar flight track data. An unidentified helicopter was observed at 10:42 p.m., hovering 1.6 miles southwest of your residence at an approximate altitude of 1,500'. This helicopter operation originated from Santa Monica Airport and was not associated with LAX operations. Please submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise.
8/28/16	11:44 pm	8/28/16	11:38 pm	Los Angeles	Unusually loud	At the reported time, a Boeing 737 was observed 0.7 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 following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/29/16	12:57 am	8/29/16	12:57 am	Manhattan Beach	Low flying	At the reported time, a General Aviation Cessna Caravan 208 departed from Runway 25R en route to Imperial County Airport (IPL). This aircraft flew southbound 1.5 miles west of your residence at an approximate altitude of 2,200'. This operation was following the standard turbo prop departure route. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. LAX is a public facility open 24 hours a day and does not have a curfew for aircraft operations. Airports have no jurisdiction over aircraft arrival or departure schedules or aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/29/16	1:07 am	8/29/16	1:07 am	Inglewood	Late night/early morning	The Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) deviated from Over Ocean Operations and maintained Westerly Operations from midnight to 2:34 AM due to instrument landing system outages for runways 06R and 07L. During this time period there were 18 arrivals that landed on runway 24R following the published FAA arrival procedure. Your residence is located 0.3 miles north of the final approach path for the Westerly Operations procedure, usually in effect from 6:30 a.m. to midnight. The aircraft closest to your area flew 0.1 miles south at an approximate altitude of 1,500'. Certain weather/atmospheric conditions may amplify aircraft noise.
8/29/16	8:47 am	8/29/16	8:41 am	Santa Monica	Vibration/rumbling	Based on available Federal Aviation Administration (FAA) radar flight track data, there were 11 arriving aircraft observed within the time period you indicated. These arrivals were following the FAA-established procedures into the LAX airspace. The operation closest to your residence was observed 0.7 miles south and the farthest was 1.5 miles south. Altitudes observed for these 11 operations were as high as 8,800' and as low as 7,000', which is within the parameters of the federal airway as they are funneled into the arrival pattern. Time between aircraft, lateral distance, altitude, rate of speed, type of aircraft, weather, and aircraft acceptance rate at the airport are all factors taken into consideration to maintain compliance with FAA separation standards for safety and efficient use of the federal airspace. No unusual activity was observed. Certain weather/atmospheric conditions may amplify aircraft noise. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/29/16	10:27 am	8/29/16	10:27 am	Los Angeles	Flying over home	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/29/16	3:47 pm	8/29/16	3:47 pm	Van Nuys	Late night/early morning	Los Angeles World Airports (LAWA) does not repair interior components of residential dwellings. The Sound Insulation Program for the City of Los Angeles is now complete. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.
8/29/16	7:57 pm	8/29/16	12:23 am	Huntington Beach	Late night/early morning	At the reported time, a Boeing 737 was observed following the standard aerial route into the LAX arrival pattern from the south. This aircraft flew 0.1 miles west of your residence at an approximate altitude of 6,900'. Aircraft arriving to LAX from the south are vectored by the Federal Aviation Administration (FAA) to the Seal Beach VOR (SLI VOR), a fixed navigational point located at Los Alamitos Joint Forces Training Base. After reaching the SLI VOR, aircraft continue to descend heading north before turning west to join the final leg of the standard arrival route to LAX. The reported aircraft was observed over your area at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/29/16	8:00 pm	8/29/16	12:28 am	Huntington Beach	Late night/early morning	At the reported time, a Boeing 737 was observed 0.2 miles west of your residence at an approximate altitude of 7,000'. Aircraft arriving to LAX from the south are vectored by the Federal Aviation Administration (FAA) to the Seal Beach VOR (SLI VOR), a fixed navigational point located at Los Alamitos Joint Forces Training Base. After reaching the SLI VOR, aircraft continue to descend heading north before turning west to join the final leg of the standard arrival route to LAX. The reported aircraft was observed over your area at an altitude consistent with this procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
8/29/16	8:42 pm	8/28/16	9:05 pm	Culver City	Vibration/rumbling	At the reported time, an Airbus 330 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.3 miles north of your residence at an approximate altitude of 5,500' based on available FAA radar flight track data. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/29/16	10:47 pm	8/29/16	10:43 pm	Culver City	Unusually loud	At the reported time, an Airbus 319 was observed following the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft overshot the Santa Monica VOR and was given corrective vectors to fly heading 070°. As the aircraft straightened into the arrival course, it flew 0.4 miles north of your residence at an approximate altitude of 5,900'. Certain weather/atmospheric conditions may amplify aircraft noise.
8/29/16	11:55 pm	8/29/16	11:55 pm	Culver City	Flying over home	At the reported time, an Airbus 320 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.3 miles north of your residence at an approximate altitude of 6,100'. 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 VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway, usually at or above 2,500', for final approach. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/30/16	1:42 am	8/30/16	1:20 am	Irvine	Flying over home	There were no aircraft operations observed over your area at the reported time of 1:20 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 1:22 a.m. on the reported morning, a Boeing 737 LAX departure was observed 2.2 miles south of your residence at an approximate altitude of 17,700' based on available FAA radar flight track data. This aircraft was following the HOLTZ ONE departure procedure for LAX and was observed over your area at an altitude consistent with this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/30/16	8:09 am	8/30/16	5:16 am	Torrance	Unusually loud	At 5:17 a.m. on the reported morning, a Convair CVLT LAX departure was observed 1.2 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This departure was consistent with published FAA procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the South Bay. 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 operation and does depart very early in the morning. Since this cargo operation seems to be a regularly scheduled departure, 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.
8/30/16	8:19 am	8/26/16	5:57 am	Torrance	Flying over home	At the reported time, a Convair CVLT LAX departure was observed over your area at an approximate altitude of 8,600' based on available Federal Aviation Administration (FAA) radar flight track data. This departure was consistent with published FAA procedures for LAX (SEAL BEACH SIX) wherein prop aircraft heading eastbound fly over the South Bay. 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 operation and does depart very early in the morning. Since this cargo operation seems to be a regularly scheduled departure, 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.
8/30/16	2:45 pm	8/30/16	4:32 am	Gardena	Late night/early morning	At the reported time, a Boeing 777 departed from runway 25L due to runway 25R closure for maintenance. Your residence is located 4.3 miles southeast of the runway 25L threshold. No LAX operations were observed over your area at the reported time based on available FAA radar flight track data. The noise disturbance may have been caused by the reverse thrust from this departing aircraft. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/30/16	2:59 pm	8/30/16	4:58 am	Gardena	Late night/early morning	At the reported time, a McDonnell Douglas 11 cargo aircraft departed from runway 25L due to closure of runway 25R for maintenance. No LAX operations were observed over your area as departure procedures remained in Over Ocean Operations flow during the runway closure. The noise you experienced may be back blast from departing aircraft. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org/laxtrafficflow. Certain weather/atmospheric conditions may amplify aircraft noise.
8/30/16	3:28 pm	8/30/16	3:28 pm	Inglewood	Late night/early morning	Your residence is located under the final approach path for aircraft landing on the south runway complex at LAX. At the reported time, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) had just transitioned air traffic flow from Over Ocean Operations to Westerly Operations. During Westerly Operations, aircraft on final approach to LAX may be at an approximate altitude of 1,000' over your area. No unusual activity was observed on the reported day based on available FAA radar flight track data. We are unable to determine whether this normal operational activity may have been in any way related to the activation of your shock sensor. Certain weather/atmospheric conditions may amplify aircraft noise.
8/30/16	3:33 pm	8/30/16	1:24 am	Irvine	Flying over home	At 1:25 a.m. on the reported morning, an American Airlines (AAL1910) Airbus 320 was observed 2.5 miles north of your residence at an approximate altitude of 14,200' based on available Federal Aviation Administration (FAA) radar flight track data. At 1:28 a.m., another American Airlines (AAL1538) Airbus 320 was observed 2.5 miles south of your residence at an approximate altitude of 15,000' based on available FAA radar flight track data. These aircraft were following the HOLTZ ONE departure procedure for LAX. This procedure requires that aircraft maintain a minimum en route altitude of 10,000' MSL after reaching the HOLTZ waypoint, which is located approximately 31 miles west of your residence. Please note that LAX has no jurisdiction over aircraft in flight. The FAA may issue altitude and heading instructions at their discretion to coordinate air traffic flow for weather or aircraft safety. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/30/16	8:18 pm	8/30/16	8:10 pm	Santa Monica	Other	At the reported time, an Embraer 170 was observed 1.2 miles south of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over/near your area as they approach the SMO VOR, usually at an altitude at or above 7,000'. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/30/16	8:44 pm	8/30/16	7:30 pm	Topanga	Unusually loud	Based on available Federal Aviation Administration (FAA) radar flight track data, no changes have been observed on the aerial routes of the federal airways as of the date you contacted us. Northbound LAX departures may fly approximately 1.5 miles west of your residence at altitude at or above 8,500' for jet aircraft as they are following the Gorman Transition. This airway is also used by other airports in the region and their operations may be observed at lower altitudes. Propeller aircraft may be observed as low as 5,000'. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Certain atmospheric/weather conditions may amplify aircraft noise.
8/30/16	8:45 pm	8/30/16	8:45 pm	Topanga	Low flying	At the reported time, a Pilatus 12 single propeller aircraft was observed over your area at an approximate altitude of 6,000'. This aircraft was following the Gorman Transition route to Merced Regional Airport. No unusual activity was observed based on available FAA radar flight track data. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/30/16	9:03 pm	8/30/16	9:00 pm	Santa Monica	Low flying	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 7,800'. The federal airways may span over a wide area that allows for the FAA ATC to vector air traffic in a safe and efficient manner that maintains separation standards. As aircraft approach their destination, they are funneled into the arrival sequence to ensure that enough en trail separation minimizes wake turbulence from preceding aircraft. 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.
8/30/16	9:05 pm	8/30/16	8:58 pm	Culver City	Flying over home	At the reported time, a Boeing 777 was observed 0.2 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX and was observed over your area at an altitude consistent with this procedure. There were no unusual aircraft operations observed at the reported time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
8/30/16	11:50 pm	8/30/16	11:50 pm	Inglewood	Low flying	At the reported time, an unidentified helicopter was observed flying eastbound 0.25 miles north of your residence at an approximate altitude of 700'. This operation terminated at Van Nuys Airport (VNY) and was not associated with LAX operations. Please submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. Certain weather/atmospheric conditions may amplify aircraft noise. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/31/16	12:50 am	8/31/16	12:00 am	Los Angeles	Vibration/rumbling	No LAX operations were observed at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. An unidentified helicopter was observed over your area at an approximate altitude of 700'. This helicopter activity was not associated with LAX operations. Your area is subject to aircraft following the downwind leg of the FAA-established standard arrival to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend before making a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The volume of operations has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com.
8/31/16	2:09 am	8/31/16	1:30 am	Pacific Palisades	Flying over home	At the reported time, a General Aviation (GA) Global Express jet departed from the south runway 25R en route to Van Nuys Airport. This aircraft flew northbound over your residence at an approximate altitude of 5,000'. LAX is a public airport open 24 hours a day, seven days a week. There is no curfew on any operations. LAX has no control over aircraft operators' schedules or aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
8/31/16	7:31 am	8/31/16	7:20 am	Santa Monica	Vibration/rumbling	At the reported time, a Boeing 737 was observed following the standard airway into the arrival pattern 1.2 miles south of your residence at an approximate altitude of 7,100'. At the same time, another Boeing 737 en route to San Diego International Airport (SNA) from Mineta San José International Airport (SJC) flew southbound 1.3 miles west of your residence at an approximate altitude of 29,000'. There are several federal airways in the Southern California region and different sections of FAA Air Traffic Controllers (ATC) that manage the numerous aircraft movements in the air. These published FAA arrival procedures have been in place for many years. ATC ensures that all aircraft follow FAA-established procedures for safety of flight. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
8/31/16	4:25 pm	8/31/16	4:25 pm	Inglewood	Flying over home	Your residence is located between the final approach routes for the north and south runway complexes. Aircraft on final approach fly at altitudes at or above 1,100' in your area. The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport's Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.

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