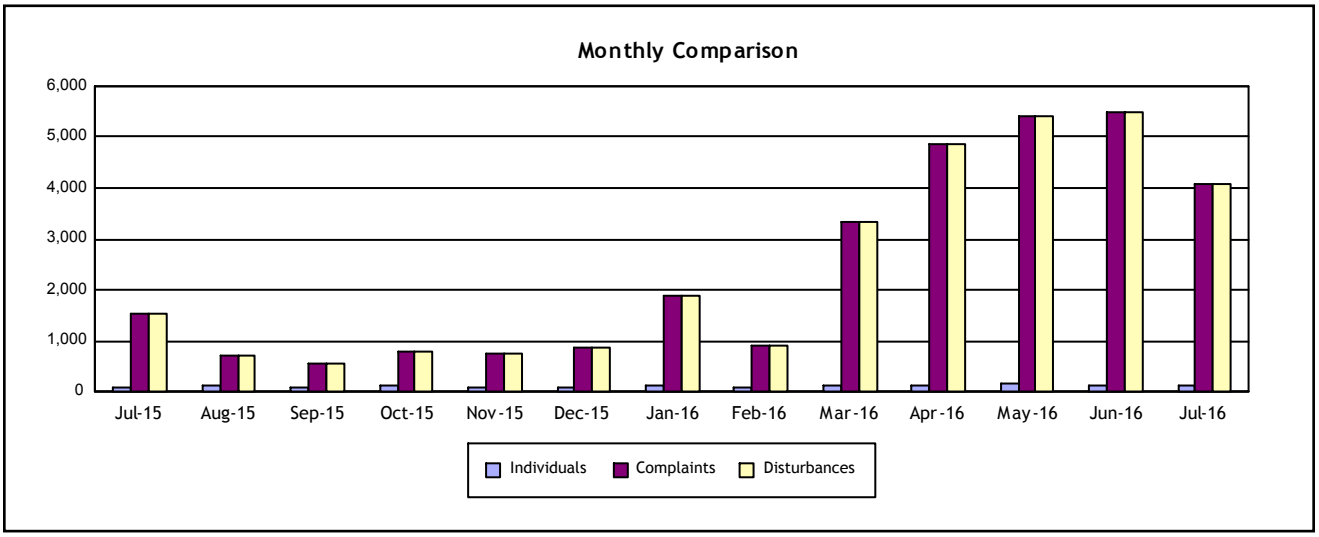
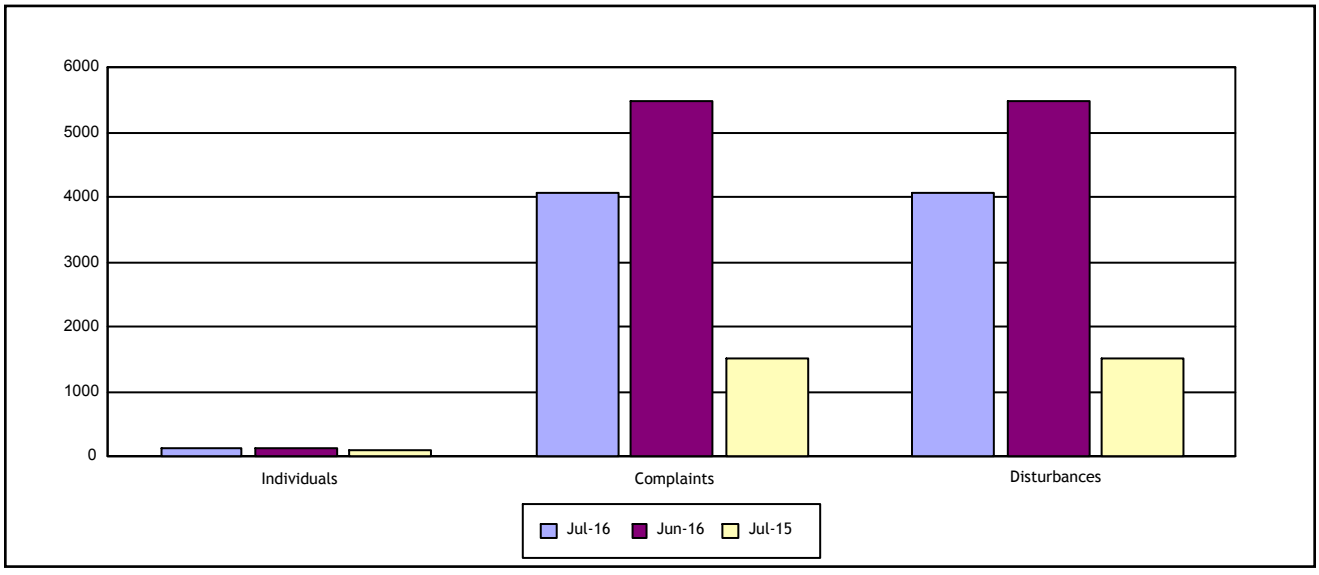
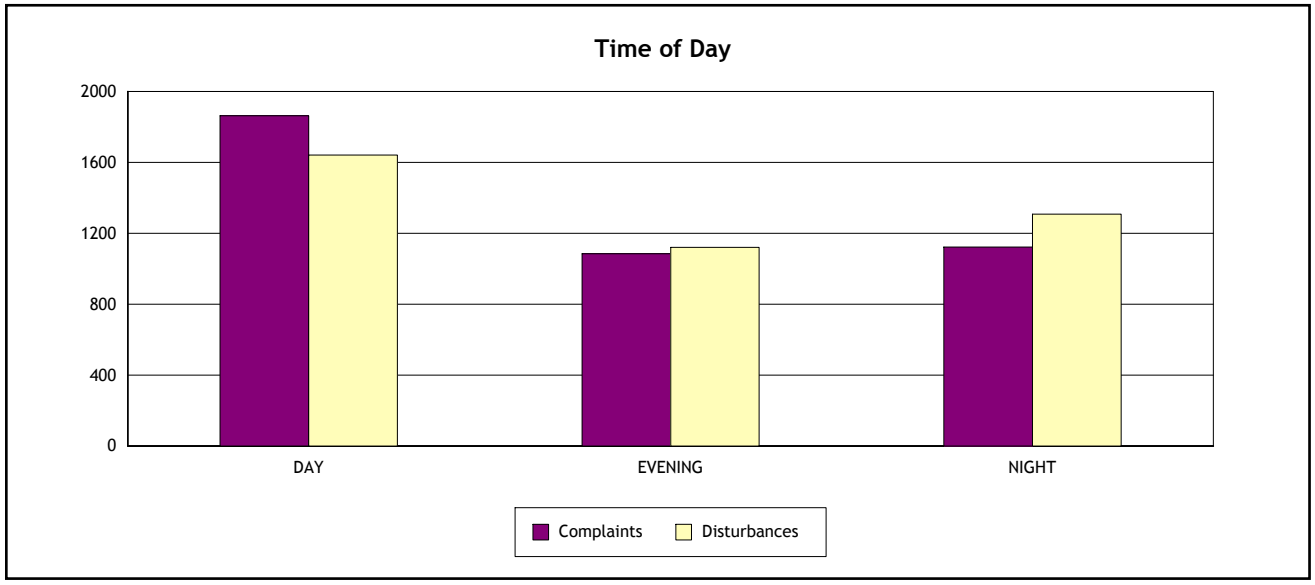
Individuals Submitting Noise Complaints	**133**
Noise Complaints Received	**4,068**
Noise Disturbances Reported	**4,068**

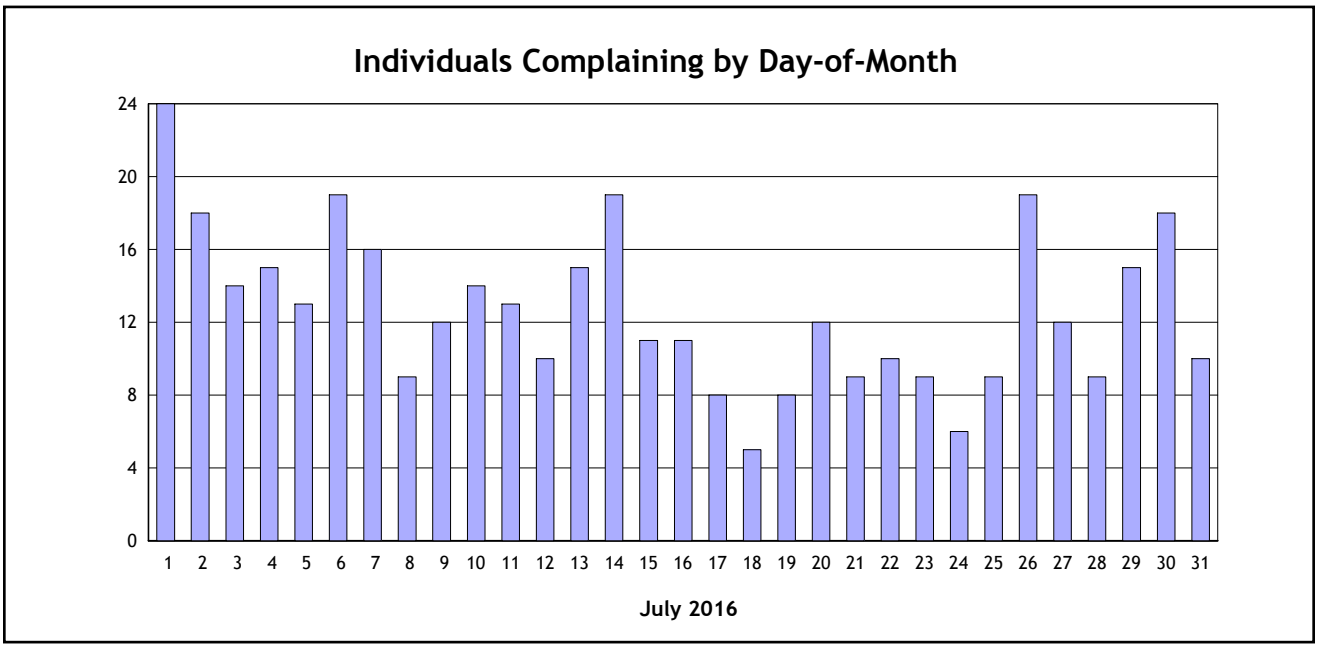


	July 2016	June 2016	% Change	July 2015	% Change
Individuals	133	125	6%	104	28%
Complaints	4,068	5,478	-26%	1,525	167%
Disturbances	4,068	5,478	-26%	1,525	167%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	1,862	1,084	1,122
Disturbances	1,641	1,120	1,307





LAX
Los Angeles World Airports

Aircraft Noise Community Response Report

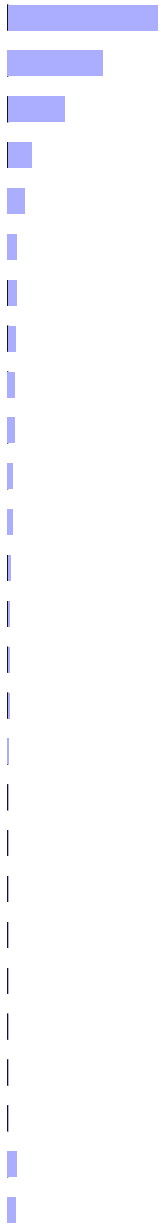
Complaint Distribution by City and Complainant

Los Angeles International Airport

Period:July 2016

City	Individuals	Complaints	Percentage of Complaints**
Agoura Hills	1	1	< 1%
Culver City	26	3278	81%
El Segundo	8	9	< 1%
Gardena	1	3	< 1%
Hawthorne	1	1	< 1%
Inglewood	4	10	< 1%
La Habra	1	16	< 1%
La Habra Heights	1	1	< 1%
Long Beach	1	4	< 1%
Los Angeles	18	129	3%
Manhattan Beach	1	1	< 1%
Marina Del Rey	1	2	< 1%
Monterey Park	56	348	9%
Pacific Palisades	1	75	2%
Playa Del Rey	4	4	< 1%
Redondo Beach	3	12	< 1%
Santa Cruz	1	13	< 1%
Santa Monica	1	88	2%
Torrance	1	1	< 1%
Whittier	2	4	< 1%
Anonymous	NA	68	2%
TOTAL	**133**	**4068**	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	1432	35%
*One Individual (Culver City)	912	22%
*One Individual (Culver City)	542	13%
*One Individual (Culver City)	226	6%
*One Individual (Monterey Park)	164	4%
*One Individual (Santa Monica)	88	2%
*One Individual (Culver City)	83	2%
*One Individual (Pacific Palisades)	75	2%
*One Individual (Anonymous)	68	2%
*One Individual (Los Angeles)	66	2%
*One Individual (Monterey Park)	50	1%
*One Individual (Monterey Park)	49	1%
*One Individual (Los Angeles)	26	1%
*One Individual (La Habra)	16	0%
*One Individual (Culver City)	15	0%
*One Individual (Culver City)	14	0%
*One Individual (Santa Cruz)	13	0%
*One Individual (Culver City)	10	0%
*One Individual (Redondo Beach)	10	0%
*One Individual (Los Angeles)	8	0%
*One Individual (Culver City)	7	0%
*One Individual (Inglewood)	7	0%
*One Individual (Los Angeles)	7	0%
*One Individual (Monterey Park)	7	0%
*One Individual (Monterey Park)	6	0%
Individuals Reporting 2 To 5 Complaints	88	2%
Individuals Reporting One Complaint	79	2%
TOTAL **Individuals : 133**	**4068**	0 10 20 30 40 50 60 70 80 90 100

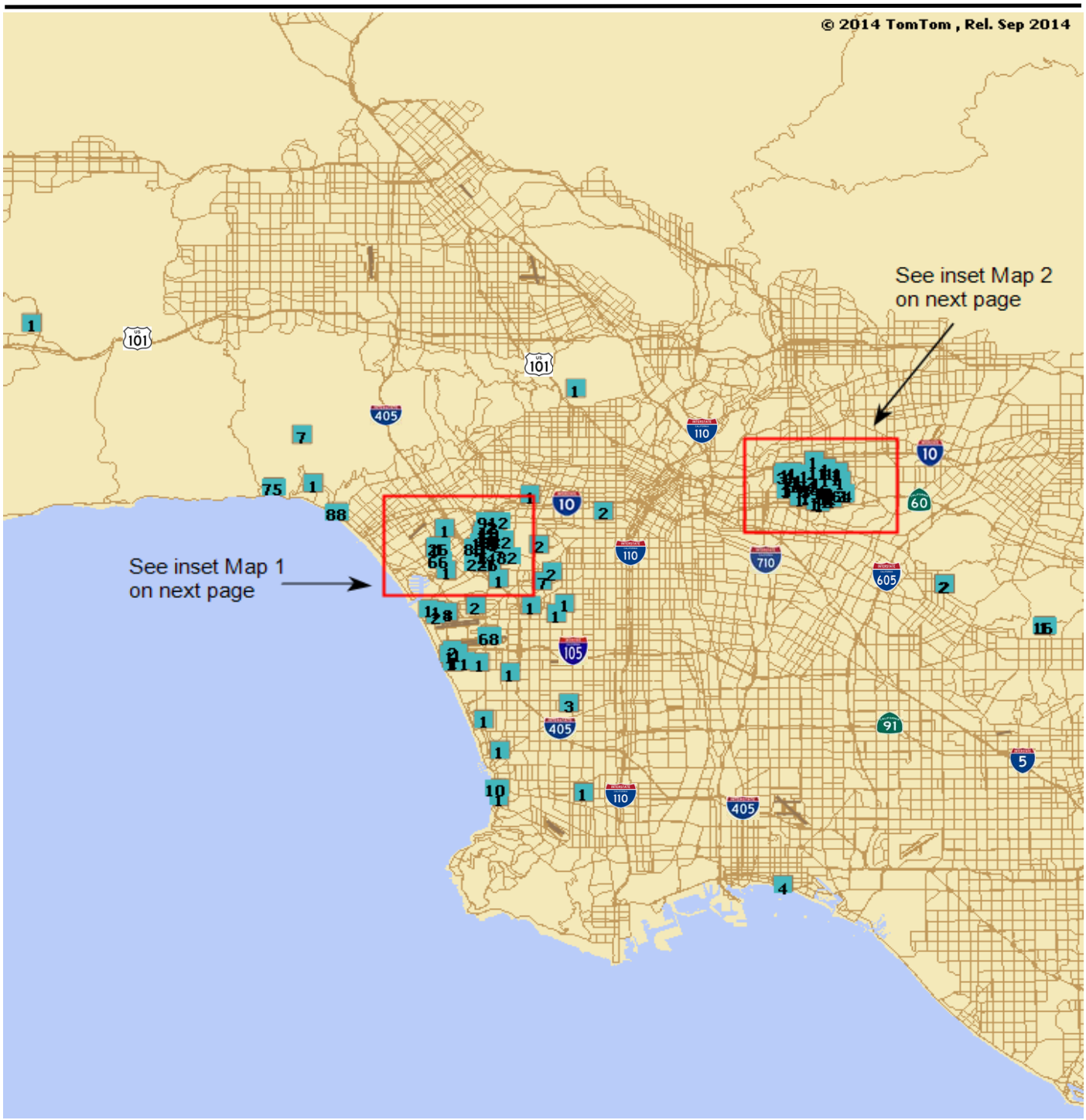


* One individual reporting 6 or more complaints shown by city.
** All percentages are rounded to the nearest whole number.

Complaint Distribution Map

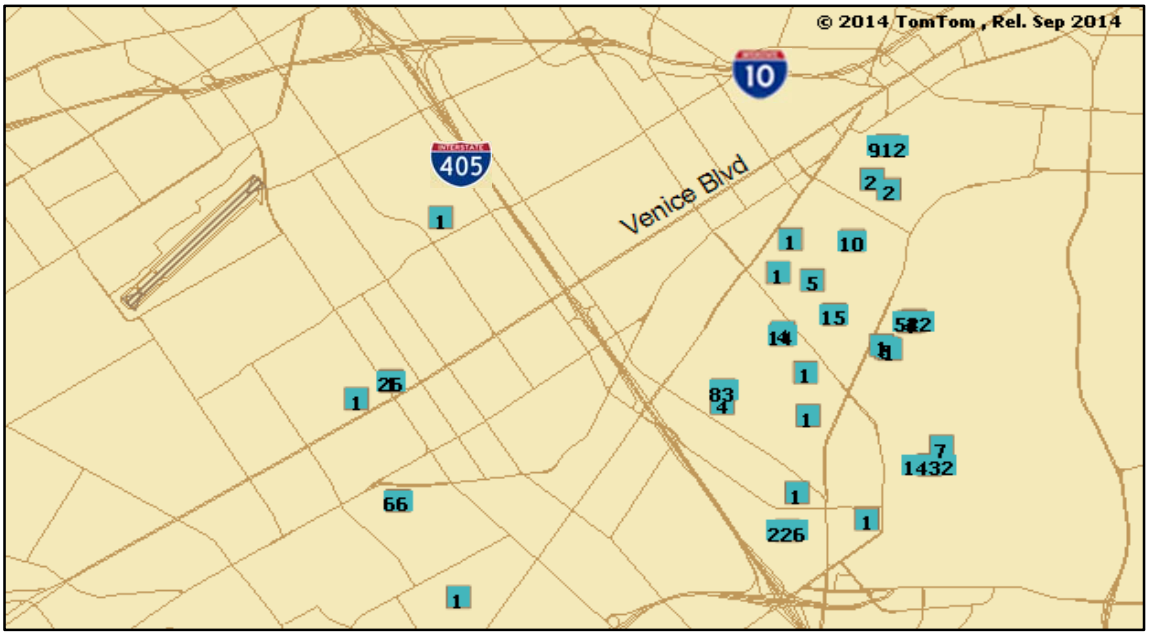
Los Angeles International Airport

Period: July 2016

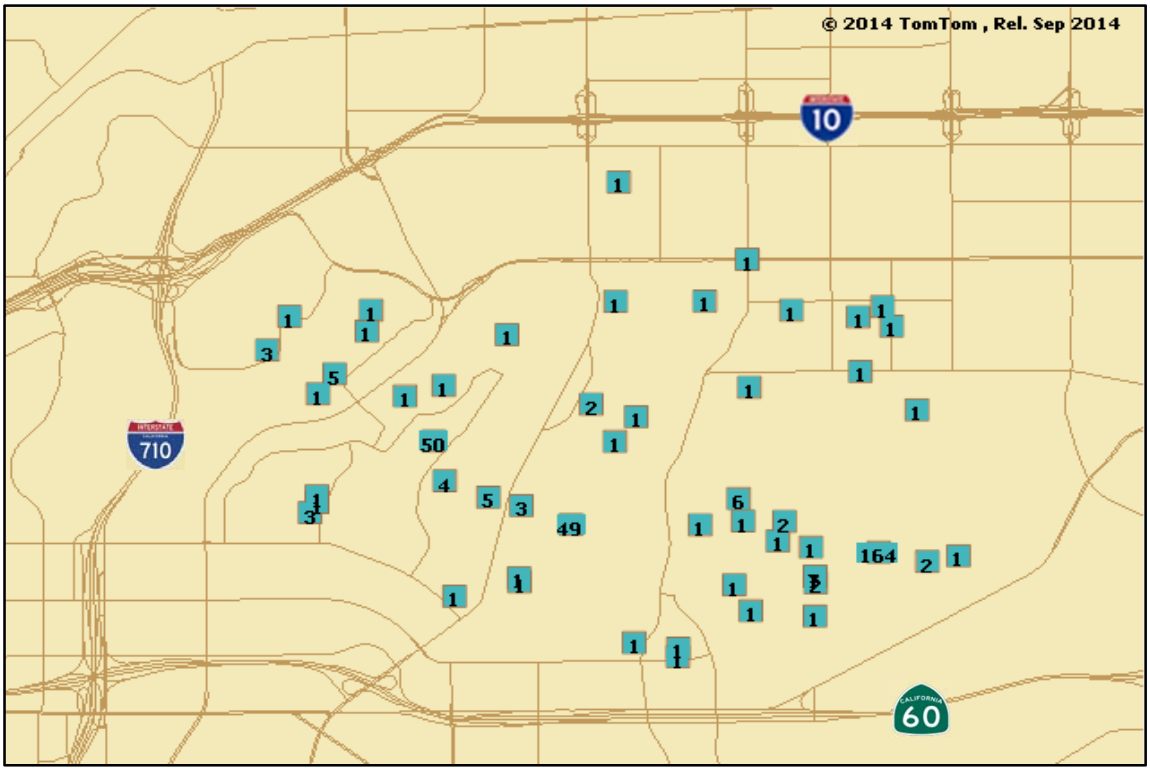


*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

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



Map 1



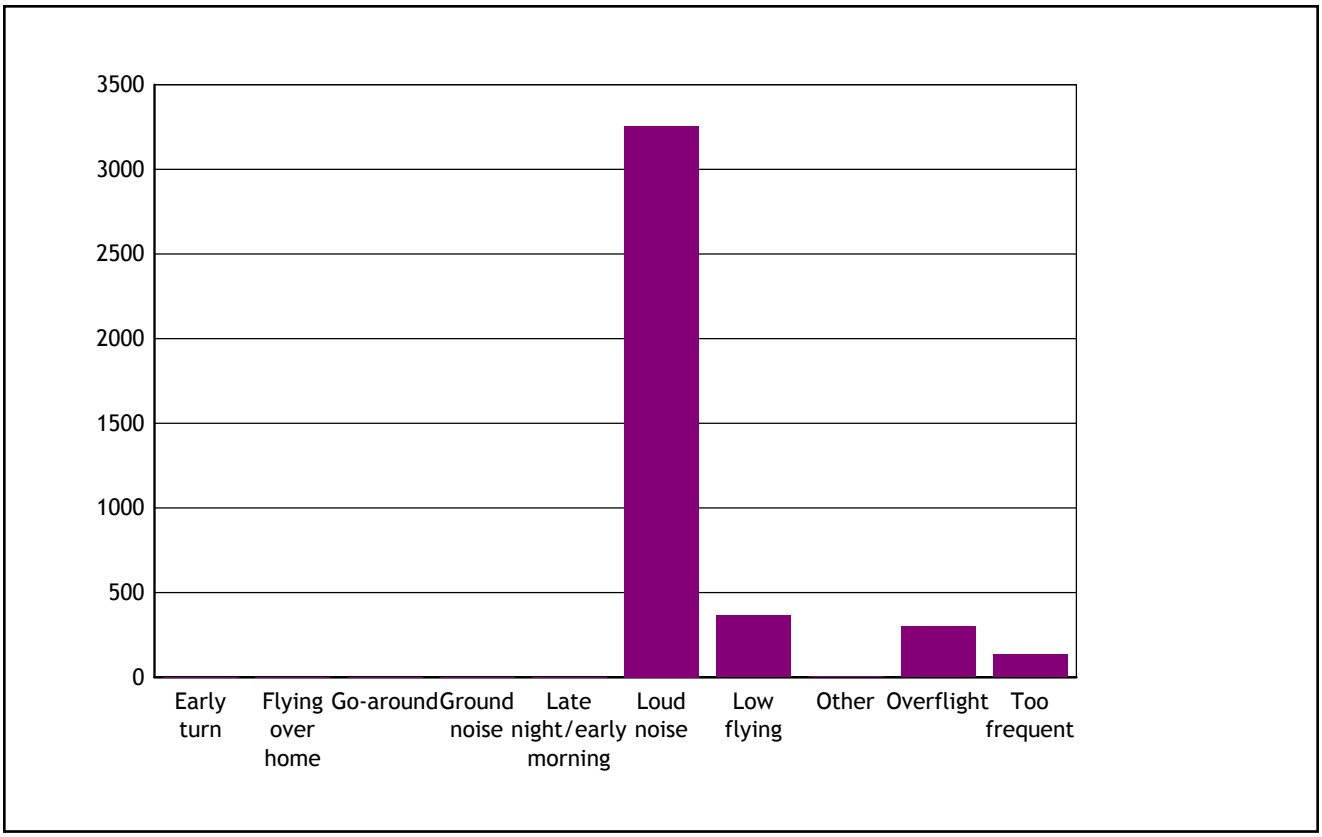
Map 2

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

*Type of Disturbance**	*Number of Complaints*
Early turn	1
Flying over home	1
Go-around	1
Ground noise	1
Late night/early morning	1
Loud noise	3255
Low flying	366
Other	5
Overflight	301
Too frequent	136
TOTAL	**4,068**

*Type of Disturbance**

Number of Complaints



Note: * As reported by complainant.

Aircraft Noise Community Response Report

Operations Receiving Two or More Complaints

Los Angeles International Airport

Period : July 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
07/03/2016	15:50:59	EVA012	B77W	24R	Go-around Operation	2
07/06/2016	4:19:15	DAL539	B739	06L	Go-around Operation	2
07/15/2016	10:18:48	THT2	A343	25L	Standard Arrival Operation	2
07/16/2016	4:16:35	NCA110	B748	25L	Deviation from Over-Ocean Ops	2
07/22/2016	3:36:09	NCA110	B748	25L	Deviation from Over-Ocean Ops	2
07/26/2016	1:52:06	UAL1205	B753	25L	Deviation from Over-Ocean Ops	2

Note

DAL	DELTA AIRLINES
EVA	EVA AIRWAYS
NCA	NIPPON CARGO AIRLINES
THT	AIR TAHITI NUI
UAL	UNITED AIRLINES

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

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
7/1/2016	00:00:00	02:27:59	02:27:59	West Flow	Volume
7/1/2016	06:22:00	06:29:59	00:07:59	West Flow	West Operations Transition
7/2/2016	00:00:00	00:34:59	00:34:59	West Flow	Arrivals Volume
7/2/2016	01:40:00	06:29:59	04:49:59	West Flow	Unknown
7/4/2016	00:00:00	00:18:59	00:18:59	West Flow	Unknown
7/5/2016	00:00:00	00:09:59	00:09:59	West Flow	Over Ocean Operations Transition
7/6/2016	00:00:00	00:45:59	00:45:59	West Flow	Winds
7/6/2016	06:17:00	06:29:59	00:12:59	West Flow	West Operations Transition
7/7/2016	00:00:00	00:00:59	00:00:59	West Flow	Over Ocean Operations Transition
7/8/2016	00:00:00	00:04:59	00:04:59	West Flow	SoCal TRACON Decision
7/8/2016	06:14:00	06:29:59	00:15:59	West Flow	SoCal TRACON Decision
7/9/2016	00:00:00	00:56:59	00:56:59	West Flow	Weather
7/9/2016	06:15:00	06:29:59	00:14:59	West Flow	SoCal TRACON Decision/Weather
7/10/2016	00:00:00	00:26:59	00:26:59	West Flow	SoCal TRACON Decision
7/10/2016	06:22:00	06:29:59	00:07:59	West Flow	West Operations Transition
7/11/2016	00:00:00	01:09:59	01:09:59	West Flow	Volume
7/12/2016	00:00:00	00:13:59	00:13:59	West Flow	Volume
7/12/2016	03:15:00	06:29:59	03:14:59	West Flow	Runway Closure and NAVAID Outage
7/14/2016	00:00:00	04:23:59	04:23:59	West Flow	Runway 24R/06L ILS Outage
7/14/2016	04:24:00	06:29:59	02:05:59	West Flow	Remain West Traffic due to Low Ceilings
7/15/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Taxiway V Closure
7/16/2016	00:00:00	06:29:59	06:29:59	West Flow	Winds and Low Ceilings
7/17/2016	00:00:00	00:05:59	00:05:59	West Flow	SoCal TRACON Decision
7/18/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
7/19/2016	00:00:00	00:09:59	00:09:59	West Flow	Over Ocean Operations Transition
7/20/2016	00:00:00	00:14:59	00:14:59	West Flow	Due to Arrivals
7/20/2016	05:42:00	06:29:59	00:47:59	West Flow	SoCal TRACON Decision
7/21/2016	00:00:00	00:04:59	00:04:59	West Flow	Over Ocean Operations Transition
7/21/2016	06:05:00	06:29:59	00:24:59	West Flow	SoCal TRACON Decision
7/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
7/23/2016	00:00:00	06:29:59	06:29:59	West Flow	Construction
7/24/2016	00:00:00	00:03:59	00:03:59	West Flow	Over Ocean Operations Transition
7/24/2016	06:10:00	06:29:59	00:19:59	West Flow	SoCal TRACON Decision
7/25/2016	00:00:00	06:29:59	06:29:59	West Flow	Unknown
7/26/2016	00:00:00	06:29:59	06:29:59	West Flow	Ceilings and Runway Closure
7/27/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
7/28/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway and Taxiway Closure
7/29/2016	02:30:00	03:15:59	00:45:59	West Flow	Runway 6L Closure
7/29/2016	05:49:00	06:29:59	00:40:59	West Flow	SoCal TRACON Decision
7/30/2016	00:00:00	06:29:59	06:29:59	West Flow	Construction
7/31/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/1/16	6:34 am	7/1/16	12:30 am	Culver City	Loud noise	At 12:30 a.m. on the reported day, a Boeing 737 following the published Federal Aviation Administration (FAA) arrival procedure to LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,800'. On the reported day, 07/01/2016, between midnight and 2:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a ground radar (ASDE-X) issue. These conditions created a back log that increased arrival volume during this time period. OOO were resumed once the issue was resolved. 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.
7/1/16	9:50 am	7/1/16	9:49 am	Monterey Park	Loud noise	At the reported time, a Boeing 717 was observed following the extended 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 2,600' based on available FAA radar flight track data. Your residence is located under the arrival route for aircraft arriving to LAX following the extended downwind leg of the standard arrival route. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic, usually at or above 2,500' MSL. 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. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.
* 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
7/1/16	2:24 pm	7/1/16	8:11 am	Monterey Park	Too frequent	At the reported time, a Boeing 717 following the extended downwind leg of the standard arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. 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 or above 2,500' MSL. 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 incrementally increasing 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.
7/1/16	2:25 pm	7/1/16	8:13 am	Monterey Park	Too frequent	There were no LAX operations observed over your area at the reported time of 8:13 a.m. The only operation observed was the Boeing 717 which was referenced in the response to your previous complaint. Your residence is located under the extended downwind leg of the standard arrival route to LAX. The Federal Aviation Administration (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 or above 2,500' MSL. 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.
7/1/16	2:27 pm	7/1/16	8:16 am	Monterey Park	Too frequent	At 8:18 a.m., a Boeing 737 following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route was observed 0.3 miles north of your residence at an approximate altitude of 2,600'. Your residence is located under the route for aircraft following the extended downwind leg of the arrival route LAX. 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 or above 2,500' MSL. 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.

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
7/1/16	3:30 pm	6/29/16	10:00 pm	Monterey Park	Overflight	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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.
7/1/16	8:21 pm	7/1/16	7:16 pm	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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.
7/1/16	10:24 pm	7/1/16	9:17 pm	Monterey Park	Loud noise	At the reported time, an Airbus 330 following the extended downwind leg of the arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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 atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/1/16	10:33 pm	7/1/16	7:27 pm	Monterey Park	Too frequent	At the reported time, an Airbus 380 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.1 miles southwest of your residence at an approximate altitude of 2,700'. No unusual activity was observed based on available FAA radar flight track data.
7/1/16	10:34 pm	7/1/16	7:32 pm	Monterey Park	Too frequent	At 7:31 PM, a Boeing 777 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 2.3 miles west of your residence at an approximate altitude of 2,500'. Based on available FAA radar flight track data, no other operation was over your area at the reported time. The frequency of operations is based on FAA-established separation standards, which may be affected by air traffic volume during peak periods. *
7/2/16	8:31 am	7/1/16	7:07 am	Monterey Park	Loud noise	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. At the reported time, an Airbus 321 was observed following the extended downwind leg of the standard arrival route and flew 0.1 miles north of your residence at an approximate altitude of 4,300'. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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.
7/2/16	8:33 am	7/1/16	7:11 am	Monterey Park	Loud noise	At the reported time, a Boeing 737 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX and flew 0.5 miles north 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.
7/2/16	8:34 am	7/1/16	7:15 am	Monterey Park	Loud noise	At the reported time, an Embraer 170 was observed following the extended downwind leg of the FAA-established standard arrival route and flew 0.2 miles north of your residence at an approximate altitude of 3,700'. Certain weather/atmospheric conditions may amplify aircraft noise.
7/2/16	8:36 am	7/1/16	7:18 am	Monterey Park	Low flying	At the reported time, a Canadair Regional Jet 200 was observed following the extended downwind leg of the FAA-established standard arrival route and flew 0.1 miles north of your residence at an approximate altitude of 2,600'. This altitude is consistent with the standard arrival procedures for the approach to LAX. No unusual activity was observed based on available FAA radar flight track data.

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/2/16	8:53 am	7/2/16	6:42 am	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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.
7/2/16	9:10 am	7/1/16	10:00 am	Monterey Park	Loud noise	Your residence is located under the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. The Federal Aviation Administration (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 or above 2,500' MSL. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For concerns about aircraft emissions, please contact the FAA or the U.S. Environmental Protection Agency's Office of Transportation and Air Quality.
7/2/16	9:34 am	7/2/16	8:29 am	Monterey Park	Too frequent	Your residence is located under the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. At the reported time, a Boeing 737 was observed following the extended downwind leg of the standard arrival 0.6 miles south of your residence at an approximate altitude of 2,600'. The Federal Aviation Administration (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 or above 2,500' MSL. 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 incrementally increasing 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
7/2/16	9:53 am	7/2/16	9:52 am	Monterey Park	Loud noise	At the reported time, an Airbus 380 was observed following the extended downwind leg of the FAA-established standard arrival route. This aircraft flew 0.9 miles west of your residence at an approximate altitude of 2,500' as it was executing a southbound turn into the final arrival pattern. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/2/16	9:55 am	7/2/16	9:55 am	Monterey Park	Loud noise	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 1 mile north of your residence at an approximate altitude of 3,400'. Your residence is located under the arrival route for aircraft arriving to LAX following the extended downwind leg of the standard arrival route. 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. 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.
7/2/16	7:15 pm	7/1/16	9:00 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. At the reported time, an Airbus 321 was observed following the extended downwind leg 0.5 miles north of your residence at an approximate altitude of 2,800'. 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 or above 2,500' MSL. 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 incrementally increasing 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
7/3/16	11:46 am	7/3/16	10:39 am	Monterey Park	Loud noise	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, a Boeing 737 was observed following the extended downwind leg 0.6 miles south of your residence at an approximate altitude of 2,600'. The Federal Aviation Administration (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 or above 2,500' MSL. 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 incrementally increasing 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.
7/3/16	12:23 pm	7/3/16	11:16 am	Monterey Park	Low flying	Your residence is located under the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. The Federal Aviation Administration (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 or above 2,500' MSL. 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 incrementally increasing 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.
7/3/16	12:27 pm	7/3/16	12:17 pm	Monterey Park	Too frequent	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. At the reported time, an Airbus 321 was observed following the extended downwind leg of the standard arrival route. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 4,300'. 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 altitudes at or above 2,500' MSL. 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 incrementally increasing 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
7/3/16	4:38 pm	7/3/16	3:35 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 executed a pilot-initiated go-around due to loss of Instrument Landing System (ILS) signal on final approach. The aircraft was instructed to maintain runway heading at 2,000' as it continued to re-enter the arrival pattern and was observed climbing 0.5 miles south of your residence at an approximate altitude of 1,900'. Certain weather/atmospheric conditions may amplify aircraft noise.
7/3/16	7:22 pm	7/3/16	6:18 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 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 altitudes at or above 2,500' MSL. 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 atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/4/16	7:27 am	7/1/16	8:27 pm	Culver City	Loud noise	At the reported time, an Airbus 380 following the downwind leg of the arrival route to LAX was observed 0.5 miles south of your residence at an approximate altitude of 6,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/4/16	7:29 am	7/4/16	7:28 am	Culver City	Loud noise	At the reported time, an Embraer 170 following the downwind leg of the arrival route to LAX was observed 0.2 miles south of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/4/16	9:14 am	7/4/16	9:14 am	Monterey Park	Too frequent	At the reported time, a Boeing 737 following the extended downwind leg of the arrival route to LAX was observed 1.5 miles west of your residence at an approximate altitude of 2,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. 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 altitudes at or above 2,500' MSL. 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.
7/4/16	9:38 am	7/3/16	3:35 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed 0.5 miles south of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to loss of ILS signal on final and was instructed to maintain runway heading at 2,000' as it continued to re-enter the arrival pattern. It was observed climbing 0.5 miles south of your residence at an approximate altitude of 1,900', consistent with FAA Air Traffic Control instructions. 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
7/4/16	11:15 am	7/1/16	11:30 pm	Monterey Park	Low flying	There were no LAX operations observed over your residence at the reported time of 11:30 p.m. on the reported day of 7/1/2016 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, 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 altitudes at or above 2,500' MSL. LAX has no jurisdiction over aircraft in flight. This procedure has been in place for many years. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/4/16	11:53 am	7/4/16	10:46 am	Monterey Park	Low flying	At the reported time, an unidentified General Aviation aircraft was observed 0.1 miles north of your residence at an approximate altitude of 1,200'. Based on the type of flight track observed, it appears to have been a helicopter and was not associated with LAX arrival or departure operations. During the hour, between 10:00 a.m. and 11:00 a.m., there was a total of 20 LAX arrivals that followed the extended downwind leg of the Federal Aviation Administration (FAA) published standard arrival route. The one closest to your area flew at an approximate altitude of 4,000', while the one furthest away was observed 5.3 miles west of your residence at an approximate altitude of 3,700'. Frequency of operations is based on air traffic volume and separation standards established by the FAA Air Traffic Control (ATC) to ensure safety of flight and the efficient use of the airspace. The altitudes observed are consistent with the FAA-established arrival procedures. 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.
7/4/16	8:11 pm	7/4/16	6:45 pm	Los Angeles	Overflight	At the reported time, a Canadair Regional Jet CRJ2 executed a Federal Aviation Administration (FAA)-initiated go-around due to loss of separation caused by a previous arrival exiting the runway. The pilot was instructed to turn right heading 271 degrees to return to the arrival pattern, whereupon the aircraft flew 0.4 miles south of your residence at an approximate altitude of 1,900'. This type of operation will happen from time to time.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/4/16	9:59 pm	7/4/16	7:58 pm	Monterey Park	Loud noise	There were no LAX operations observed over your residence at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 1 mile north of 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, 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 altitudes at or above 2,500' MSL. 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 activities 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 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.
7/5/16	10:39 am	7/5/16	10:36 am	Monterey Park	Loud noise	At the reported time, a Boeing 787 was observed following the extended downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 1.6 miles southwest of your residence at an approximate altitude of 2,400' as it was descending into the final approach. Certain weather/atmospheric conditions may amplify aircraft noise.
7/5/16	10:40 am	7/5/16	10:39 am	Monterey Park	Loud noise	At the reported time, a Canadair Regional Jet CRJ2 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew over your area 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. *
7/5/16	12:40 pm	7/5/16	12:40 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed 1.2 miles north of your residence at an approximate altitude of 7,700' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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, and proceed eastbound to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/5/16	12:41 pm	7/5/16	12:41 pm	Los Angeles	Loud noise	At the reported time, an Airbus 380 was observed 0.9 miles north 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 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.
7/5/16	12:45 pm	7/5/16	12:44 pm	Los Angeles	Loud noise	At the reported time, an Airbus 380 was observed 1 mile north of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following 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.
7/5/16	12:50 pm	7/5/16	12:49 pm	Los Angeles	Loud noise	At the reported time, an Airbus 380 was observed 1.2 miles north of your residence at an approximate altitude of 7,900' 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. 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
7/5/16	10:39 pm	7/5/16	9:31 pm	Monterey Park	Too frequent	There were no LAX operations observed over your area at the reported time of 9:31 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. The nearest operation was an Airbus 320 which was observed 0.2 miles north of your residence at 9:23 p.m. at an approximate altitude of 3,400'. This aircraft was following the extended downwind leg of the FAA-established arrival route to LAX. 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 altitudes at or above 2,500' MSL. 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 activities with the major emphasis on safety. The volume of operations at LAX has been increasing incrementally since a record low in 2009, so compared to the last few years there may be more frequent operations. Please note that WebTrak has a 1-hour delay for viewing aircraft flight track activity. We work closely with our vendor to ensure that WebTrak is up and running and we are unaware of any problems with WebTrak flight track data on the reported day. While WebTrak accurately processes a large quantity of radar flight track data, there may occasionally be system updates and/or processing issues that cause full functionality to be temporarily unavailable. If this is the case, you may log on a bit later and use the replay function when it is again available. Flight track data is available in WebTrak for 90 days.
7/6/16	9:07 am	7/6/16	9:07 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 1.1 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 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. *
7/6/16	11:51 am	7/6/16	4:00 am	Santa Monica	Loud noise	At the reported time, a Boeing 737 was observed 1.1 miles south of your residence at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the standard Over Ocean Operations (OOO) 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/6/16	11:53 am	7/6/16	4:03 am	Santa Monica	Loud noise	At the reported time, an Airbus 300 was observed 1 mile 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 standard Over Ocean Operations (OOO) arrival 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 with the major emphasis on safety.
7/6/16	11:57 am	7/6/16	3:51 am	Santa Monica	Loud noise	At the reported time, a Boeing 767 was observed 1 mile south 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 standard Over Ocean Operations (OOO) arrival procedure for LAX. At 3:49 a.m. when this aircraft was approximately 9 miles southeast of your residence, the FAA Air Traffic Controller instructed the pilot descend and maintain an altitude of 4,000'. Please note that LAX has no jurisdiction over aircraft in flight. The FAA Air Traffic Control (ATC) may issue altitude and heading instructions at their discretion for aircraft safety and to coordinate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/6/16	11:58 am	7/6/16	4:12 am	Santa Monica	Loud noise	At the reported time, the Boeing 737 was observed over your area at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high/too fast). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as it returns to the arrival pattern. This type of operation will happen from time to time. 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.
7/6/16	11:59 am	7/6/16	4:22 am	Santa Monica	Loud noise	At the reported time, an Airbus 306 cargo plane was observed following the published Federal Aviation Administration (FAA) arrival route to LAX. This aircraft was flying on the Over Ocean Operations route 1 mile south of your residence at an approximate altitude of 6,300' over the ocean, 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
7/6/16	1:30 pm	7/5/16	10:45 pm	Los Angeles	Loud noise	At the reported time, a Boeing 757 executed a Federal Aviation Administration (FAA)-initiated go-around due to high speed on approach. The pilot was instructed to continue on runway heading and the aircraft flew 0.5 miles south of your residence at an approximate altitude of 2,000'. This type of operation will happen from time to time. Certain weather/atmospheric conditions may amplify aircraft noise.
7/6/16	3:15 pm	7/5/16	11:29 pm	Monterey Park	Other	Your residence is located 1 mile north of the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. 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 altitudes at or above 2,500' MSL. 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 atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/6/16	5:10 pm	7/5/16	10:22 pm	La Habra	Low flying	At the reported time, a Boeing 747 was observed flying over your area at an approximate altitude of 5,100'. Your area is subject to aircraft arriving to LAX from the south/southeast which are given a heading by the Federal Aviation Administration (FAA) to fly to the Seal Beach VOR, a fixed navigational point, and then gradually descend and align on the final leg of the standard arrival route. Aircraft executing the same procedure will have a natural spread as to where they fly over the ground. They are given headings/vectors and altitude instructions by the FAA to maintain separation standards and an efficient use of the federal air space. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/6/16	8:23 pm	7/6/16	7:05 pm	Monterey Park	Loud noise	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. 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 altitudes at or above 2,500' MSL. 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 atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/6/16	9:23 pm	7/6/16	4:08 am	Culver City	Loud noise	At the reported time, the Boeing 737 was observed 0.2 miles north of your area at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around from runway 07L 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 it returns 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.
7/6/16	10:13 pm	7/6/16	10:06 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 1.6 miles south of your residence at an approximate altitude of 6,700'. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented. The proposed FAA SoCal Metroplex project, when implemented beginning in November 2016, will result in changes as to where and how aircraft fly and may affect your area. You may find more information at www.lawa.org by typing 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/6/16	10:32 pm	7/6/16	10:32 pm	Monterey Park	Loud noise	Your residence is located under the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. The Federal Aviation Administration (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 or above 2,500' MSL. However, at the reported time, an unidentified General Aviation aircraft not associated with LAX operations was flying eastbound 0.8 miles north of your residence at an approximate altitude of 1,600' en route to Brackett Field Airport (POC). 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 incrementally increasing 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.
7/6/16	10:37 pm	7/6/16	10:37 pm	Monterey Park	Loud noise	At the reported time, an Airbus 321 was observed following the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 4.8 miles southwest of your residence at an approximate altitude of 2,500' as it was turning southbound into the final approach. This operation is consistent with published FAA arrival procedures. Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	12:34 pm	7/6/16	11:35 pm	La Habra	Low flying	At the reported time, a Boeing 737 arriving from the south via the Seal Beach VOR was observed executing a loop pattern from the final approach path. Based on available Federal Aviation Administration (FAA) radar flight track data, it appears to have lost separation with preceding arrival and it had to leave its approach course. During its return to the arrival sequence, this aircraft flew over your area at an approximate altitude of 4,000'. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/7/16	1:09 pm	7/7/16	1:07 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 330 was observed 0.75 miles south of your residence at an approximate altitude of 8,400' over the ocean. This aircraft was following the FAA-established standard aerial route into the LAX airspace when SoCal Arrival Air Traffic Control (ATC) issued vector instructions for the aircraft to execute a side-step maneuver. As the A330 was descending from 10,800' at an approximate rate of speed between 270 to 300 knots, a General Aviation (GA) PC12 aircraft, en route to Santa Barbara Airport, was flying in opposite direction at an approximate altitude above 6,000'. At the time the side step was initiated these aircraft were 15.3 miles and approximately 4,000' apart; however, at the rate of speed that aircraft fly, this separation may be overtaken in matter of minutes. ATC's vector instructions prevented adverse effects from the turbulence generated by the larger aircraft onto the GA flight path below. When the A330 resumed the normal arrival route, he was instructed to fly direct to Santa Monica VOR. Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	4:45 pm	7/7/16	2:45 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 executed a pilot-initiated go-around due to unstable approach. The pilot was instructed to fly heading 270 degrees to maintain separation with a previous departure. The aircraft flew 0.5 miles south of your residence at an approximate altitude of 1,900'. This type of operation will happen from time to time. Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	9:14 pm	7/7/16	8:04 pm	Long Beach	Low flying	At the reported time, a Boeing 777 was observed 0.6 miles south of your residence at an approximate altitude of 14,500'. This aircraft departed from runway 24R and was following altitude/heading instructions issued by the Federal Aviation Administration (FAA) Air Traffic Control (ATC). 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/7/16	9:22 pm	7/7/16	9:15 pm	Monterey Park	Loud noise	Your residence is located just north of the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the published Federal Aviation Administration (FAA)-established arrival route. At the reported time, an Airbus 321 was observed following the extended downwind leg of the standard arrival 0.2 miles south of 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 or above 2,500' MSL. 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 incrementally increasing 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.
7/7/16	9:24 pm	7/7/16	9:17 pm	Monterey Park	Loud noise	At the reported time, a Boeing 737 was observed following the extended downwind of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 0.8 miles south of your residence at an approximate altitude of 2,600' which is consistent with published FAA flight procedures. Lateral distance, altitude, aircraft rate of speed, weather conditions, and the airfield acceptance rate for the airport are factors taken into account by the FAA to maintain separation standards for safety of flight. Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	9:47 pm	7/7/16	9:46 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 320 was observed 0.5 miles north of your residence at an approximate altitude of 5,000'. This aircraft was returning to the arrival pattern after executing a Federal Aviation Administration (FAA)-initiated go-around due to a previous arrival slow to exit the runway (24R). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA Air Traffic Controller may instruct the aircraft to fly a heading that may result in the aircraft flying over your area as it returns to the arrival pattern. This type of operation will happen from time to time. Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	10:58 pm	7/7/16	10:56 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 330 was observed following the Federal Aviation Administration (FAA)-established standard aerial route into LAX. This aircraft flew 0.6 miles south of your residence over the ocean at an approximate altitude of 8,900'. No unusual activity was observed based on available FAA flight track radar 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
7/7/16	10:58 pm	7/7/16	10:58 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 319 was observed 0.7 miles north of your residence at an approximate altitude of 8,400'. SoCal ATC instructed the aircraft to fly direct to Santa Monica VOR to enter the approach sequence into LAX. 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.
7/7/16	11:21 pm	7/7/16	9:57 pm	Long Beach	Overflight	The reported aircraft, a Delta Airlines (DAL2533) Boeing 737 was observed 1 mile northwest of your residence at 9:11 p.m. at an approximate altitude of 15,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following direct vector/headings and altitude instructions from the FAA Air Traffic Controller to fly direct to SEBBY (a waypoint located approximately 31 miles northeast of your residence) climbing to an altitude of 23,000'. 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.
7/7/16	11:24 pm	7/7/16	9:57 pm	Long Beach	Low flying	At the reported time, an Airbus 320 was observed 1.8 miles south of your residence at an approximate altitude of 13,700' based on available Federal Aviation Administration (FAA) radar flight track data. At 9:55 p.m., this aircraft was instructed by the FAA Air Traffic Controller to fly direct to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base. 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.
7/7/16	11:29 pm	7/7/16	10:10 pm	Long Beach	Overflight	At the reported time, an Airbus 321 flew 2.2 miles northwest of your residence at an approximate altitude of 13,400'. This aircraft was following the published standard departure procedures as instructed by Air Traffic Control (ATC). Certain weather/atmospheric conditions may amplify aircraft noise.
7/7/16	11:47 pm	7/7/16	11:45 pm	Pacific Palisades	Loud noise	At the reported time, an Airbus 319 was observed 0.7 miles north of your residence at an approximate altitude of 9,000'. This aircraft was instructed to fly direct to Santa Monica VOR to enter the arrival sequence to LAX. 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. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/8/16	2:26 pm	7/8/16	8:53 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,100' 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. This type of operation will happen from time to time. In this case, the pilot was instructed to fly runway heading towards the ocean and then circled around to join the final approach to land. Certain weather/atmospheric conditions may amplify aircraft noise.
7/8/16	2:49 pm	7/8/16	1:45 pm	Whittier	Loud noise	Your residence is located between the final arrival paths for LAX. Aircraft on arrival routes to the north and south of your residence are following published Federal Aviation Administration (FAA) arrival procedures at average altitudes at or above 5,000'. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar. Please note, 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.
7/9/16	5:40 pm	7/9/16	4:34 pm	Monterey Park	Loud noise	Your residence is located 1 mile north of the arrival route for aircraft inbound to LAX that may be following the extended downwind leg of the standard arrival route. At the reported time, no LAX operations were observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. 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 or above 2,500' MSL. The FAA Air Traffic Control (ATC) implements the extended downwind during peak periods to maintain separation standards and make more efficient use of the federal air space. 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. 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.
7/9/16	8:10 pm	7/9/16	6:54 pm	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. However, at the reported time no LAX operations were observed over your area. The FAA Air Traffic Control (ATC) implements the extended downwind during peak periods to maintain separation standards and make more efficient use of the federal air space. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/10/16	7:52 am	7/10/16	7:23 am	Culver City	Too frequent	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, a Canadair Regional Jet CRJ2 was observed flying on the downwind leg 0.5 miles north of your residence at an approximate altitude of 6,000'. This flight altitude is consistent with the published FAA arrival procedures. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented. The FAA issued a Finding of No Significant Impact and Record of Decision for the Southern California Metroplex project on August 31, 2016. This is the FAA's final decision, and it enables the agency to move forward with implementing the project, which will replace many existing conventional air traffic control procedures with new satellite-based procedures. The FAA plans to begin phasing in use of the procedures starting in November 2016 and continuing through April 2017. Before publishing the procedures, the FAA will conduct additional public outreach to further inform people about the changes. For more information please visit www.lawa.org and type FAA Metroplex in the search bar.
7/10/16	8:38 am	7/10/16	8:00 am	Monterey Park	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed 1.4 miles west of your residence at an approximate altitude of 500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Long Beach Airport (LGB) and was not associated with LAX operations. Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX and is subject to arrivals 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 an altitude at or above 2,500' MSL. This procedure has been in place for many years. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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
7/10/16	11:04 am	7/10/16	11:04 am	El Segundo	Flying over home	There were no early turns observed over El Segundo at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Delta Airlines Boeing 757 departed LAX from the inboard runway 25R on the south runway complex. This aircraft maintained runway heading and was not observed flying over your community. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation 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.
7/10/16	11:54 am	7/10/16	10:41 am	Los Angeles	Overflight	At the reported time, a Boeing 787 was observed 0.5 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around from runway 24R due to previous arrival traffic on the runway. The pilot was instructed by the FAA Air Traffic Controller to turn right heading 271°. Certain weather/atmospheric conditions may amplify aircraft noise.
7/10/16	12:51 pm	7/10/16	7:33 am	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,800', which is consistent with the FAA-published arrival procedure. 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. 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 at or above 2,500' MSL. Certain weather/atmospheric conditions may amplify aircraft noise.
7/10/16	10:36 pm	7/10/16	10:33 pm	Culver City	Too frequent	At the reported time, an Airbus 319 was observed following the downwind leg of the FAA-established standard arrival route to LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 6,400'. This published FAA arrival procedure has been in existence for many years and is in effect during Westerly Operations from 06:30 AM to 11:59 PM daily. No unusual activity was observed based on available FAA flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/11/16	5:43 am	7/11/16	2:30 am	El Segundo	Too frequent	The majority of LAX departures took off from the south runway complex during the time period reported due to several airfield closures on the north runway complex. Aircraft followed standard departure procedures and were not observed over El Segundo, based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is 0.3 miles south of the departure end for the south runways 25R and 25L. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/11/16	9:57 am	7/11/16	9:57 am	Los Angeles	Loud noise	Your residence is located under the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. At the reported time, a Boeing 737 was observed following the downwind leg of the published arrival procedure. This aircraft flew over your area at an approximate altitude of 4,400'. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
7/11/16	10:26 am	7/10/16	4:53 pm	Los Angeles	Loud noise	Your residence is located 0.8 miles south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. At the reported time, a Boeing 737 was observed following the downwind leg of the published arrival procedure. This aircraft flew 0.7 miles north of your area at an approximate altitude of 5,600' consistent with the published FAA procedure. Aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
7/11/16	10:29 am	7/10/16	5:12 pm	Los Angeles	Loud noise	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 0.8 miles north of your residence at an approximate altitude of 5,200' which is consistent with published FAA arrival procedures. No unusual activity was observed based on available FAA flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/11/16	4:32 pm	7/11/16	3:25 pm	Whittier	Too frequent	Your residence is located approximately 0.4 miles north of the standard route for aircraft arriving to LAX from the east. These aircraft are usually at an average altitude of 5,500' when flying over your area. This Federal Aviation Administration (FAA)-established standard arrival procedure for LAX has been in place for many years. Please note that LAX has no jurisdiction over aircraft in flight. The FAA Air Traffic Control may issue altitude and heading instructions at their discretion to coordinate air traffic flow for weather and aircraft safety. 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.
7/11/16	4:52 pm	7/11/16	3:04 pm	Culver City	Loud noise	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. The aircraft flew 0.1 miles north of your residence at an approximate altitude of 5,700'. This flight altitude is consistent with the published standard arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/12/16	4:29 am	7/12/16	4:27 am	Culver City	Loud noise	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) starting at 3:15 a.m. due to a NAVAID outage and closure of runway 24R. At the reported time, a Boeing 737 was observed following the downwind leg of the published arrival procedure. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 6,100'. During Westerly Operations, aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain 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
7/12/16	6:38 am	7/12/16	4:15 am	Culver City	Loud noise	At 4:13 a.m. on the reported day, a Boeing 737 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 6,800'. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) starting at 3:15 a.m. due to a NAVAID outage and closure of runway 24R. During Westerly Operations, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
7/12/16	8:29 am	7/12/16	3:58 am	Culver City	Loud noise	On the reported day, 07/12/2016, between 3:15 a.m. and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to runway closures and NAVAID outage. At the reported time, a Boeing 747 cargo operator was observed following the downwind leg of the FAA-established standard arrival procedure to LAX. The aircraft flew over your area at an approximate altitude of 6,100'. Certain weather/atmospheric conditions may amplify aircraft noise.
7/12/16	8:34 am	7/12/16	5:35 am	Culver City	Loud noise	The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) starting at 3:15 a.m. due to a NAVAID outage and closure of runway 24R. At the reported time, an Airbus 330 was observed following the downwind leg of the published arrival procedure. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 5,100'. During Westerly Operations, aircraft arriving to LAX from the north and northwest are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/12/16	8:38 pm	7/12/16	6:29 pm	Los Angeles	Overflight	At the reported time, an Airbus 319 executed a pilot-initiated go-around due to unstable approach. The pilot was instructed by the Federal Aviation Administration (FAA) Air Traffic Controller to turn right heading 270 degrees to maintain separation with the preceding departure. The aircraft flew over your area at an approximate altitude of 1,900'. This type of operation will happen from time to time. Certain weather/atmospheric conditions may amplify aircraft noise.
7/12/16	10:33 pm	7/12/16	9:30 pm	Culver City	Loud noise	A Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.1 miles north of your residence at an approximate altitude of 5,700'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
7/13/16	12:56 am	7/13/16	12:52 am	Los Angeles	Loud noise	On the reported morning, aircraft arriving from the east were observed 0.5 miles north of your residence at altitudes at or above 8,000' following the published Over Ocean Operations arrival procedure. No unusual activity was observed based on available Federal Aviation Administration (FAA) radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/13/16	9:31 am	7/13/16	8:22 am	La Habra	Loud noise	At the reported time, an Airbus 320 was observed following the Seal Beach arrival route to LAX. This aircraft flew 3.3 miles west of your residence at an approximate altitude of 5,400'. This operation is consistent with the published Federal Aviation Administration (FAA) standard arrival route from the south. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/13/16	11:04 am	7/13/16	11:01 am	Culver City	Low flying	Your residence is located 0.6 miles south of the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. At the reported time, a Boeing 777 was observed following the downwind leg of the published FAA arrival procedure. This aircraft flew 0.8 miles north of your residence at an approximate altitude of 6,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500' MSL. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain 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
7/13/16	11:07 am	7/13/16	11:07 am	Los Angeles	Too frequent	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your area. Aircraft arriving to LAX from the north and west following the downwind leg of the FAA-established standard arrival route are usually observed approximately 6 miles south of your residence as they descend towards the east before making a U-turn at or past the 110 freeway for final approach. Your residence is subject to aircraft operations from several local airports including Santa Monica Airport (SMO) and Van Nuys Airport (VNY). 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. 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.
7/13/16	1:13 pm	7/13/16	1:13 pm	Culver City	Loud noise	At the reported time, an Airbus 319 was observed following the downwind leg of the Federal Aviation Administration (FAA)-published standard arrival route to LAX. This aircraft flew over your area at an approximate altitude of 5,500' which is consistent with the published procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/13/16	2:34 pm	7/13/16	2:34 pm	Los Angeles	Loud noise	No unusual aircraft activity was observed during the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Between 10:00 p.m. and midnight, the standard Westerly Operations arrival procedures were in effect. After midnight, Over Ocean Operations (OOO) were implemented. 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'. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. During 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. 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. 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
7/13/16	4:22 pm	7/13/16	4:22 pm	Agoura Hills	Too frequent	No unusual activity was observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. The Boeing 747 you observed was flying the standard aerial route into the LAX airspace. This published FAA flight procedure requires that as aircraft cross over the Fillmore VOR at or above 10,000', they begin their descent into the arrival sequence. The reported aircraft flew 5.2 miles west of your residence at an approximate altitude of 9,000'. LAX is a public airport open 24 hours a day and there is no curfew on aircraft operations. 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.
7/13/16	11:01 pm	7/13/16	8:08 pm	El Segundo	Loud noise	The reported helicopter was a law enforcement unit that flew over your area at an approximate altitude of 500'. This operation originated and ended at Fullerton Municipal Airport (FUL) and was not associated with LAX 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, or contact FUL at 714-738-6323 for more information. Certain weather/atmospheric conditions may amplify aircraft noise.
7/14/16	3:25 am	7/14/16	2:12 am	Monterey Park	Loud noise	At the reported time, a McDonnell Douglas MD-11 was observed 0.5 miles northeast of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to an Instrument Landing System (ILS) outage and early morning low ceilings. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar. Please note that LAX has no authority 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.
7/14/16	5:10 am	7/14/16	5:07 am	Culver City	Loud noise	On the reported day, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) due to an Instrument Landing System outage and early morning low ceilings. However, no LAX operations were observed over your area at the reported time, based on available FAA radar flight track data. An unidentified helicopter was observed 2.6 miles north of your residence at an approximate altitude of 600'. This helicopter operation was en route to Van Nuys Airport and was not associated with LAX 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. 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
7/14/16	7:31 am	7/14/16	6:20 am	Culver City	Low flying	At 6:23 a.m., an Airbus 320 on arrival to LAX was observed over your area at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the published FAA arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport, at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. 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".
7/14/16	7:32 am	7/14/16	6:13 am	Culver City	Too frequent	At 6:12 AM, an Airbus 321 was observed following the downwind leg of the standard Federal Aviation Administration (FAA)-established arrival route. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 6,500'. No unusual activity observed based on available FAA flight track radar data.
7/14/16	7:38 am	7/14/16	7:31 am	Redondo Beach	Overflight	At the reported time, an Airbus 320 was observed 1 mile south of your residence at an approximate altitude of 8,800' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was a Long Beach Airport (LGB) departure and was not associated with LAX operations. For more information or to file a complaint, please contact LGB at 562-570-2665. Your residence is also subject to General Aviation (GA) aircraft from other local airports, including Hawthorne Municipal Airport (HHR). Most GA aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/14/16	8:03 am	7/14/16	4:44 am	Culver City	Low flying	At 8:00 a.m. on the reported morning, a Boeing 737 on arrival to LAX was observed 0.6 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 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.
7/14/16	10:43 am	7/14/16	2:45 am	Culver City	Loud noise	At the reported time, there were no LAX operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. At 2:58 a.m., a Boeing 747 following the downwind leg of the FAA-established standard arrival route was observed 0.6 miles north of your residence at an approximate altitude of 5,900'. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to an Instrument Landing System (ILS) outage. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/14/16	11:42 am	7/14/16	6:40 am	Monterey Park	Loud noise	At the reported time, an unknown helicopter operation was observed over your area at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/14/16	1:45 pm	7/14/16	1:42 pm	Culver City	Low flying	At the reported time, an Embraer 170 on arrival to LAX was observed 0.8 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. No unusual aircraft 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/14/16	2:10 pm	7/12/16	9:03 pm	Monterey Park	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.6 miles west of your residence at an approximate altitude of 4,400' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations (usually in effect between 6:30 a.m. and midnight), the FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to traffic or weather. When this occurs, aircraft may fly over your area. This standard FAA arrival route has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The volume of aircraft operations at LAX has been increasing slowly since a record low in 2009, so compared to the last few years there may be more frequent operations.
7/14/16	11:36 pm	7/14/16	11:36 pm	Monterey Park	Low flying	There were no aircraft operations observed over your area at the reported time of 11:36 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. The three aircraft reported,VRD948, DAL2777, SWA837, were observed over your area at 10:24 p.m., 10:25 p.m. and 10:27 p.m., respectively. These aircraft were following the extended downwind leg of the FAA-established standard arrival route to LAX and were observed over your area at altitudes 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/15/16	6:35 am	7/15/16	6:35 am	Inglewood	Low flying	There were no aircraft operations observed over your area on the reported day of 6/7/16. We also investigated 7/6/16 and 7/7/16 and there were no aircraft operations observed over your area at the reported times. On the morning of 7/15/16 at 5:41 a.m., an Airbus 330 was observed over 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 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, your residence is subject to numerous arrivals on final approach to LAX. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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. 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.
7/15/16	9:46 am	7/15/16	8:37 am	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,100' 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. The pilot was instructed to fly runway heading to re-enter the arrival pattern. Certain weather/atmospheric conditions may amplify aircraft noise. *
7/15/16	10:22 am	7/15/16	10:17 am	Culver City	Loud noise	At the reported time, an Airbus 380 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,700'. 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
7/16/16	4:47 am	7/16/16	4:47 am	Inglewood	Loud noise	At the reported time, an Airbus 330 on final approach to LAX was observed 0.3 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 day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind and low ceilings. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. The exact time of transition to OOO may vary due to traffic volume of 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. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/16/16	7:59 am	7/16/16	4:13 am	Culver City	Loud noise	At the reported time, a McDonnell Douglas MD-11 cargo plane was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 5,500' 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 weather (wind and low ceilings). Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. The exact time of transition to OOO may vary due to traffic volume of 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. 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
7/16/16	12:09 pm	7/15/16	10:11 am	La Habra	Low flying	At the reported time, an Airbus 340 was observed was observed 0.6 miles south of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following an FAA-established standard arrival route to LAX (BUFIE FOUR) from the south and crossed the Seal Beach VOR (SLI VOR) at an altitude of 7,100', which is consistent with this procedure. After reaching the SLI VOR, the FAA Air Traffic Control (ATC) issued vector instructions for the aircraft to execute an "S" turn into the final approach path. This procedure is intended to increase separation between aircraft as it slows them down to a safe landing speed. 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.
7/16/16	12:15 pm	7/15/16	10:10 am	La Habra Heights	Low flying	At the reported time, an Airbus 340 was observed was observed 0.6 miles south of your residence at an approximate altitude of 4,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following an FAA-established standard arrival route to LAX (BUFIE FOUR) from the south and crossed the Seal Beach VOR (SLI VOR) at an altitude of 7,100', which is consistent with this procedure. After reaching the SLI VOR, the FAA Air Traffic Control (ATC) issued vector instructions for the aircraft to execute an "S" turn into the final approach path. This procedure is intended to increase separation between aircraft as it slows them down to a safe landing speed. 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
7/16/16	1:32 pm	7/16/16	4:10 am	Culver City	Loud noise	At the reported time, a Boeing 747 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.4 miles north of your residence at an approximate altitude of 6,400' based on available FAA radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (wind and low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they 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. 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 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. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/16/16	10:43 pm	7/16/16	4:09 am	Culver City	Loud noise	At the reported time, a Boeing 747 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX was observed 0.2 miles north of your residence at an approximate altitude of 6,400' based on available FAA radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (wind and low ceilings). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they 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. 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 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. 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
7/17/16	1:40 pm	7/17/16	12:38 pm	La Habra	Loud noise	At the reported time, an Airbus 380 was observed flying on final approach from the east 3.3 miles north of your residence at an approximate altitude of 6,500', which is consistent with this published Federal Aviation Administration (FAA) arrival procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise. *
7/17/16	3:52 pm	7/17/16	3:51 pm	Culver City	Low flying	At the reported time, an Airbus 319 was observed following the downwind leg of the standard arrival route to LAX. This aircraft flew 0.3 miles north of your residence at an approximate altitude of 6,700', which is consistent with this published Federal Aviation Administration arrival procedure. Certain weather/atmospheric conditions may amplify aircraft noise.
7/19/16	12:25 am	7/19/16	11:22 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 6,600' consistent with this published procedure. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/19/16	2:49 am	7/19/16	2:45 am	Los Angeles	Loud noise	No LAX operations were observed over your area at the reported time. Over Ocean Operations were in effect all night. An unidentified helicopter was observed 0.9 miles northeast of your area at an approximate altitude of 700'. This helicopter activity terminated at Compton Airport (CPM) and was not associated with LAX 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 or contact CPM at 310-631-8140. Certain weather/atmospheric conditions may amplify aircraft noise.
7/20/16	12:56 am	7/19/16	11:24 pm	Culver City	Loud noise	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 noise disturbance. 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 or windy days, may amplify aircraft noise and cause it to travel further into the adjacent communities. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/20/16	12:57 am	7/19/16	11:26 pm	Culver City	Loud noise	At 11:28 p.m., an Airbus 319 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,400', which is consistent with this procedure. No unusual activity was observed. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. 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.
7/20/16	2:24 am	7/20/16	2:22 am	Culver City	Low flying	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. 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 aircraft noise and cause it to travel further into the adjacent communities. Please note that LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
7/20/16	12:27 pm	7/20/16	11:17 am	Monterey Park	Too frequent	No LAX operations were observed over your area at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. Occasionally, during peak air traffic, the FAA implements the use of the extended downwind to maintain separation standards and ensure efficient use of the federal airspace. Your area may experience more aircraft noise when the extended downwind is in effect. At 11:15 a.m., the arrival operation closest to your area was observed 2.4 miles west of your residence at an approximate altitude of 3,000', which is consistent with this 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
7/20/16	8:42 pm	7/10/16	10:14 am	Culver City	Too frequent	At the reported time of 10:14 a.m. on 7/10/16, a Boeing 777 on arrival to LAX was observed 1.3 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This 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. 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. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
7/20/16	9:38 pm	7/20/16	8:45 pm	Hawthorne	Loud noise	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 1.6 miles south of the south runway complex 25L and 25R. The noise you observed may be attributed to departure backblast or arrival reverse thrust. No unusual activity was observed based on available information. Certain weather/atmospheric conditions may amplify aircraft noise. 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.
7/21/16	3:11 pm	7/21/16	1:15 am	Culver City	Loud noise	There were no aircraft operations observed over your area at the reported time of 1:15 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. At 1:08 a.m., a Boeing 737 was observed over your area at an approximate altitude of 8,700' 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 procedure. 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.
7/21/16	3:23 pm	7/21/16	11:01 am	Culver City	Loud noise	At the reported time, a Boeing 717 following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route was observed 0.5 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/22/16	7:42 am	7/22/16	6:31 am	Manhattan Beach	Other	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 3.7 miles south of the south runway complex. The loud noise you observed may be attributed to departure backblast or arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and cause it to travel further into the communities. 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 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. 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.
7/22/16	12:01 pm	7/22/16	3:28 am	Culver City	Loud noise	At the reported time, a Boeing 747 was observed following the Federal Aviation Administration (FAA)-published arrival route. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,900'. On the reported day, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) due to an instrument landing system outage. 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 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
7/22/16	1:33 pm	7/22/16	1:57 am	Gardena	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your area. At the reported time, a Boeing 737 departed from the south complex runway 25R, which is approximately 4.4 miles northwest of your residence. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/22/16	1:40 pm	7/22/16	1:47 am	Gardena	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your area. At the reported time, a Boeing 747 departed from the south complex runway 25R, which is approximately 4.4 miles northwest of your residence. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
7/22/16	1:46 pm	7/22/16	2:04 am	Gardena	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. LAX operations do not usually fly over your area. At the reported time, a Boeing 767 departed from the south complex runway 25R, which is approximately 4.4 miles northwest of your residence. It is possible that the loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There is no operations curfew at LAX. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/22/16	1:57 pm	7/22/16	3:29 am	Culver City	Overflight	At the reported time, a Boeing 747 was observed 1.2 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. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR, at or above 8,000' MSL, and proceed westbound to make a U-turn over the ocean for final approach. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These published FAA arrival procedures for LAX have been in place for many years and there is a wide spread as to where aircraft fly when following these procedures. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
7/22/16	2:05 pm	7/22/16	7:32 am	Culver City	Loud noise	At 7:27 a.m. on the reported day, a Boeing 747 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. 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 airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. 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
7/22/16	2:09 pm	7/22/16	12:59 pm	Monterey Park	Loud noise	No LAX operations were observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. During peak air traffic, the FAA implements the use of the extended downwind to maintain separation standards and ensure efficient and safe use of the federal airspace. Your area may experience more aircraft overflights when the extended downwind is in effect. At 12:57 PM, the arrival operation nearest to your residence was an Airbus 320 flying the published FAA arrival procedure 3.9 miles west of your area at an approximate altitude of 3,400'. This altitude is consistent with the published arrival 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. Certain weather/atmospheric conditions may amplify aircraft noise.
7/22/16	5:35 pm	7/22/16	3:56 pm	Culver City	Loud noise	At the reported time, a Boeing 777 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 6,900'. This altitude is consistent with the published FAA arrival procedures. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/23/16	5:08 am	7/23/16	5:00 am	El Segundo	Late night/early	At 5:05 a.m. on the reported morning, a Boeing 737 was observed over your area at an approximate altitude of 1,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to 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. 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.
7/23/16	1:24 pm	7/23/16	3:41 am	Culver City	Loud noise	At the reported time, a McDonnell Douglas MD-11 cargo plane following the downwind leg of the Federal Aviation Administration (FAA)-established arrival procedure for LAX was observed 0.4 miles north of your residence at an approximate altitude of 5,100', which is consistent with the published procedure. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations and maintained LAX air traffic flow in Westerly Operations due to construction. 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
7/23/16	9:00 pm	7/23/16	3:53 am	Culver City	Loud noise	At 9:00 p.m. on the reported day, a Boeing 737 was observed 0.7 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 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 over your area at the reported time of 8:59 p.m. 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.
7/23/16	9:03 pm	7/23/16	4:01 am	Culver City	Loud noise	At the reported time, a Boeing 747 was observed 0.6 miles north of your residence at an approximate altitude of 5,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to construction. 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. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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.
7/24/16	12:17 pm	7/24/16	1:17 am	Monterey Park	Loud noise	At the reported time, a Boeing 747 following the extended downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX was observed 0.7 miles south of your residence at an approximate altitude of 4,100'. The reported aircraft was instructed by the FAA Air Traffic Controller to follow vectors to the north downwind route for a Westerly arrival. The FAA Air Traffic Control may issue altitude and vector/heading instructions at their discretion due to traffic, weather or 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/25/16	6:49 am	7/24/16	1:10 pm	El Segundo	Overflight	At the reported time, an Airbus 380 departed from outboard runway 25L, maintained runway heading and was not observed flying over a residential community based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed on the outboard runway 25L instead of the usual inboard runway. On occasion, the FAA Air Traffic Control will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic. Category VI aircraft, such as the Airbus 380, may appear to be flying lower or closer to your community due to the size of the aircraft. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
7/25/16	6:53 am	7/24/16	1:20 pm	El Segundo	Overflight	At the reported time, a Boeing 777 departed from outboard runway 25L, maintained runway heading and was not observed flying over a residential community based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed on the outboard runway 25L instead of the usual inboard runway. On occasion, the FAA Air Traffic Control will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
7/25/16	11:14 am	12/31/69	2:59 pm	Monterey Park	Low flying	At 11:12 a.m. on 7/25/16 when your complaint was submitted, a Boeing 777 on arrival to LAX was observed 0.9 miles southwest of your residence at an approximate altitude of 3,000' 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. 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 or above 2,500' MSL. 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 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
7/25/16	9:45 pm	7/25/16	9:41 am	Culver City	Loud noise	At 9:39 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. We also investigated aircraft operations over your area at 9:41 p.m. in case there was a typo when entering the disturbance time, since your complaint was submitted at 9:45 p.m. At 9:40 p.m., an Airbus 330 on arrival to LAX was observed 0.25 miles north of your residence at an approximate altitude of 6,100'. These aircraft were following the downwind leg of the FAA-established standard arrival route to LAX and were observed over your area at altitudes 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 with the major emphasis on safety.
7/26/16	1:48 am	7/26/16	1:45 am	Culver City	Loud noise	At the reported time, a Boeing 757 on arrival to LAX was observed 0.22 miles south of your residence at an approximate altitude of 5,500' 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. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather and a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly over your area at altitudes at or below 7,000' as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' and proceed westbound to make a U-turn over the ocean for final approach. These aircraft may fly over your area at altitudes at or above 8,000' MSL. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/26/16	12:40 pm	7/26/16	12:40 pm	Monterey Park	Low flying	Your residence is located under the extended downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX. During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500' MSL. 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. This FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. 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.
7/26/16	11:09 pm	7/26/16	11:07 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 6,400'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/27/16	2:09 am	7/26/16	2:01 am	Culver City	Loud noise	There were no aircraft operations observed over your area at the reported time of 2:01 a.m. At 1:44 a.m., a Boeing 757 was observed 0.7 miles north of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. On the reported day, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual. *

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/27/16	6:58 am	7/27/16	3:45 am	Culver City	Low flying	At 3:44 a.m., a Boeing 747 following the downwind leg of the Federal Aviation Administration (FAA)-established arrival route to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,300'. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
7/27/16	11:23 am	7/26/16	12:30 am	Culver City	Overflight	At 12:34 a.m., an Airbus 320 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following altitude and heading instructions from the FAA Air Traffic Controller and was observed further south than is usual for the downwind leg of the arrival route. On the reported morning, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to weather (low ceilings). Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/27/16	11:29 am	7/27/16	11:29 am	Inglewood	Other	On the reported day, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX fly approximately 1.5 miles south of your residence on final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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. 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.
7/28/16	1:48 pm	7/28/16	1:48 pm	El Segundo	Ground noise	At 12:29 a.m. on the reported day, an Airbus 380 departed from outboard runway 25L, maintained runway heading and was not observed flying over a residential community based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft departed on the outboard runway 25L instead of the usual inboard runway. On occasion, the FAA Air Traffic Control will direct aircraft to depart from the outer, non-preferential runway to sequence, accommodate and facilitate air traffic. The loud noise you are observing may be attributed to departure backblast resulting from engines at full power for takeoff. There is no aircraft operations curfew at LAX. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, fog or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/28/16	10:58 pm	7/28/16	10:45 pm	Culver City	Too frequent	At the reported time, an Airbus 321 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.3 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. Los Angeles World Airports (LAWA) contracted HMMH, an environmental consultant, to conduct an analysis in response to concerns raised by residents under or near the north downwind arrival route into LAX. The analysis assessed whether changes occurred during a six-year study period starting from January 2010 with respect to published arrival procedures, flight track locations, aircraft altitudes, fleet mix, noise levels in key locations, and other elements that may have caused residents to observe an increase in flight activity and noise in areas along the north downwind arrival route. The Technical Memorandum presenting the methodology and findings of this analysis and associated appendices are posted on the LAWA webpage. To view this report, 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".
7/28/16	11:35 pm	7/28/16	11:35 pm	Culver City	Low flying	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 1.3 miles north of your residence at an approximate altitude of 6,000' based on available FAA radar flight track data. This altitude is consistent with the published FAA arrival procedure. 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, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach, usually at or above 2,500', and some may fly over your area. This published FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. The frequency of operations is based on FAA separation standards. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/29/16	2:49 am	7/29/16	2:45 am	Culver City	Loud noise	At the reported time, a McDonnell Douglas MD-11 on arrival to LAX was observed over your area at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following the downwind leg of the FAA-established standard arrival route to LAX. On the reported morning, between 2:30 a.m. and 3:16 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. 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. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. 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.
7/29/16	7:00 pm	7/29/16	7:00 pm	Inglewood	Low flying	At 9:37 p.m. on July 29th, 2016, a Boeing 737 was observed 0.2 miles northeast of your residence at an approximate altitude of 3,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was on final approach when it was instructed by the FAA Air Traffic Controller to turn right heading 340 degrees for separation from preceding arrival aircraft. The aircraft executed a loop to the north and rejoined the arrival pattern for final approach. This type of operation is unusual but will happen from time to time at the discretion of the FAA ATC to maintain separation from other aircraft. 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
7/29/16	7:11 pm	7/29/16	6:58 pm	Monterey Park	Low flying	At the reported time, an Airbus 340 was observed following the extended downwind 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 2,600'. This operation is consistent with the FAA published arrival procedure. 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 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 or above 2,500' MSL. 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. No unusual activity observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
7/29/16	9:47 pm	7/29/16	9:43 pm	Culver City	Loud noise	At the reported time, an Airbus 320 was observed following the downwind leg of the published Federal Aviation Administration (FAA) arrival procedure for LAX. This aircraft flew 0.4 miles north of your residence at an approximate altitude of 6,200'. 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. *
7/29/16	11:07 pm	7/29/16	11:01 pm	Culver City	Too frequent	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 and flew 0.25 miles north of your residence at an approximate altitude of 5,300'. LAX is a public facility available to the public 24 hours a day and does not have a curfew for aircraft operations. Arrival patterns are switched by the FAA Air Traffic Control from Westerly Operations to Over Ocean Operations between midnight and 06:30 a.m. daily barring weather or other factors that may hinder the safety of aircraft in flight. No unusual activity was observed based on available FAA radar flight track data at the reported time. 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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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
7/30/16	12:34 am	7/30/16	12:31 am	Culver City	Loud noise	At the reported time, a Boeing 747 was observed following the downwind leg of the Federal Aviation Administration (FAA)-published arrival route to LAX. This aircraft flew 0.6 miles north of your residence at an approximate altitude of 6,400', which is consistent with published FAA procedures. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations arrival procedures all night due to several airfield closures for construction. Certain weather/atmospheric conditions may amplify aircraft noise. *
7/30/16	5:59 am	7/30/16	5:59 am	Playa Del Rey	Other	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. 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 construction. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure at their discretion. 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.
7/30/16	8:52 am	7/30/16	8:52 am	Monterey Park	Other	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. 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/traffic. When this occurs, aircraft may fly over your area, usually at or above 2,500' MSL. 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. This FAA arrival procedure has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. 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
7/30/16	4:39 pm	7/30/16	3:34 pm	Monterey Park	Loud noise	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 0.2 miles north of your residence at an approximate altitude of 3,200' based on available FAA radar flight track data. This flight level is consistent with the published arrival procedure. The frequency of operations is based on FAA-established separation standards, which may be affected by air traffic volume during peak periods. The size of the aircraft, rate of speed, lateral distance, altitude, weather conditions, and the airfield acceptance rate at the time are factors taken into consideration by the FAA Air Traffic Control to maintain appropriate separation and determine the time sequence between operations. 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.
7/30/16	5:46 pm	7/30/16	5:44 pm	Los Angeles	Loud noise	At the reported time, an Airbus 330 on arrival to LAX was observed 1.6 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. 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.
7/30/16	10:42 pm	7/30/16	10:39 pm	Culver City	Loud noise	At the reported time, an Embraer 170 was observed 0.7 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. 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. 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
7/31/16	10:47 pm	7/31/16	10:40 pm	Culver City	Loud noise	At the reported time, a Boeing 737 was observed 0.8 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 arrival route to LAX and was observed over your area at an altitude consistent with this procedure. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. 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.

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