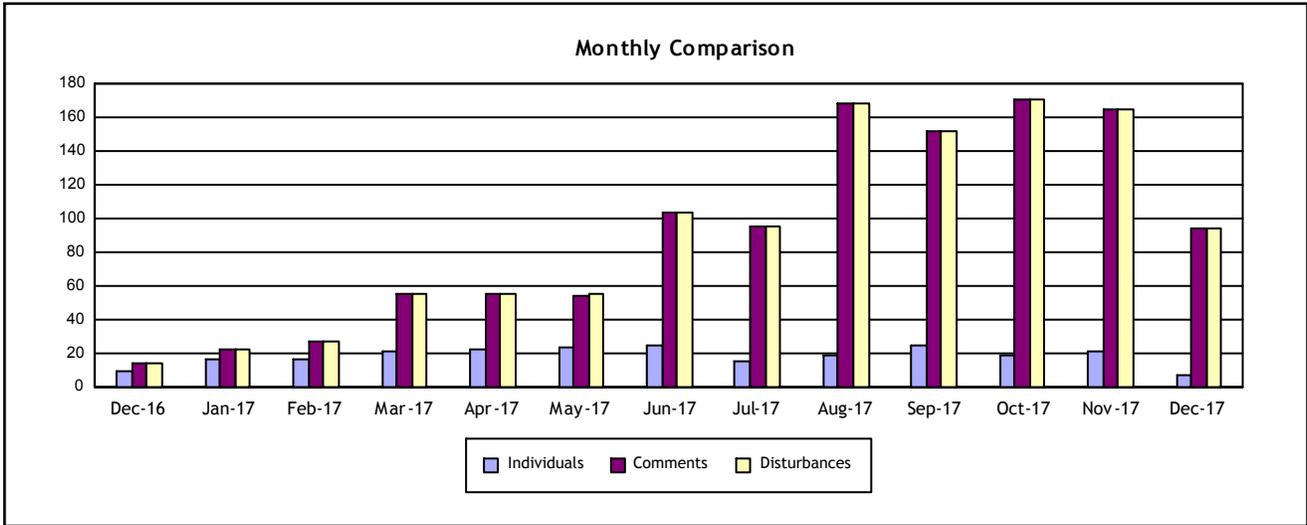


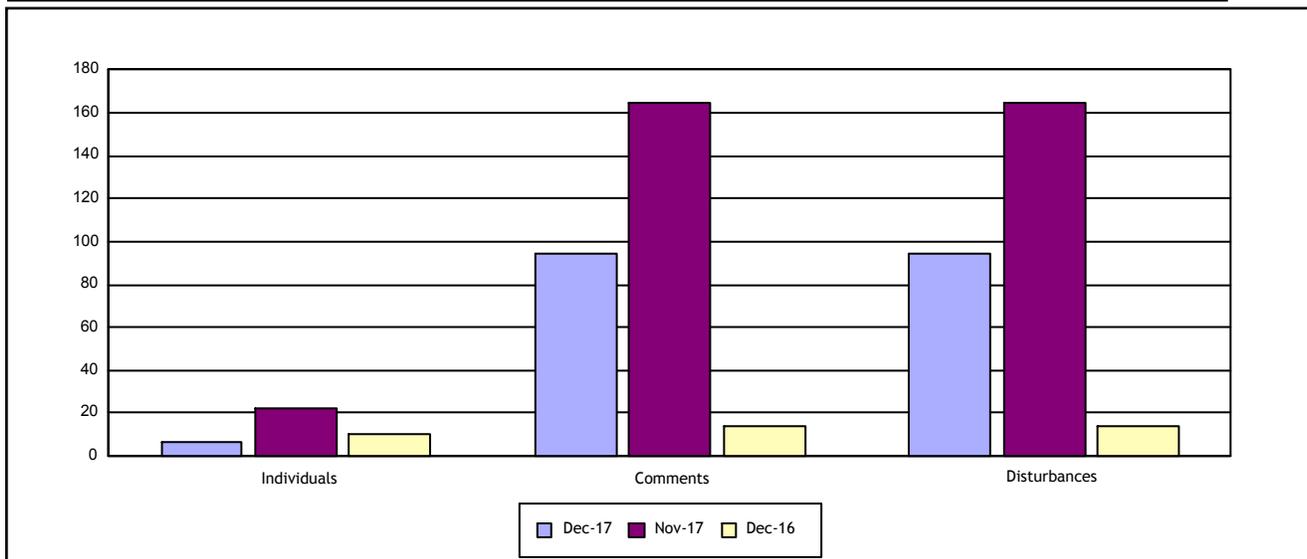
Individuals Submitting Noise Comments **7**

Noise Comments Received **94**

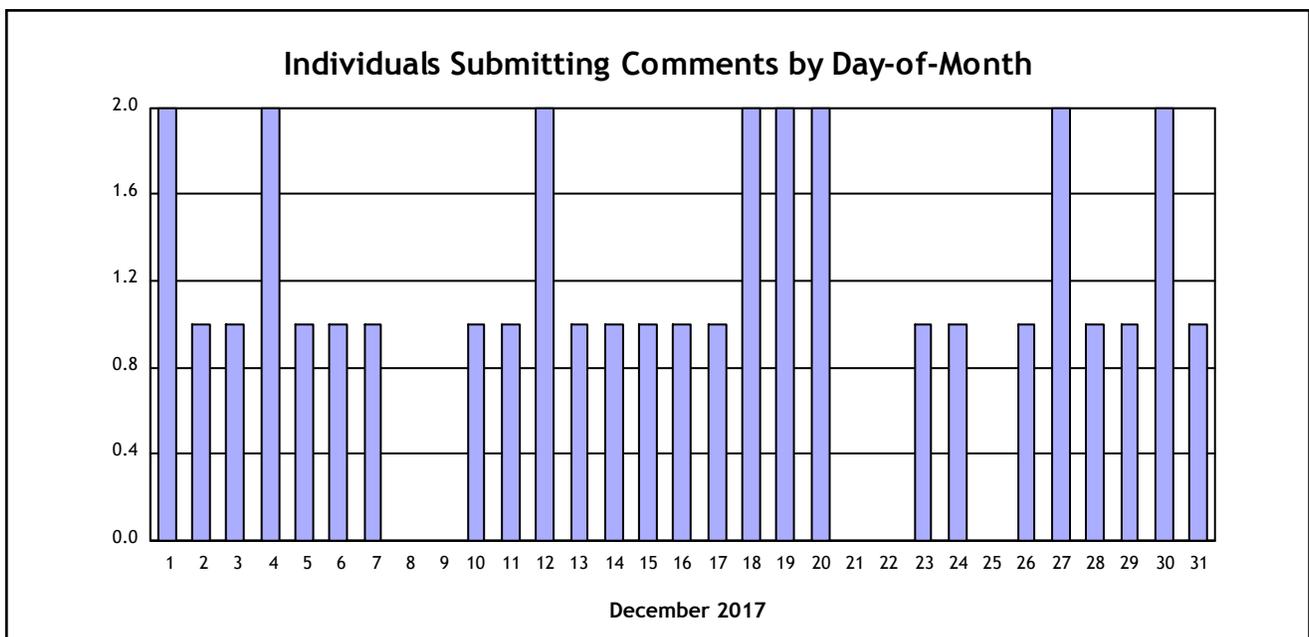
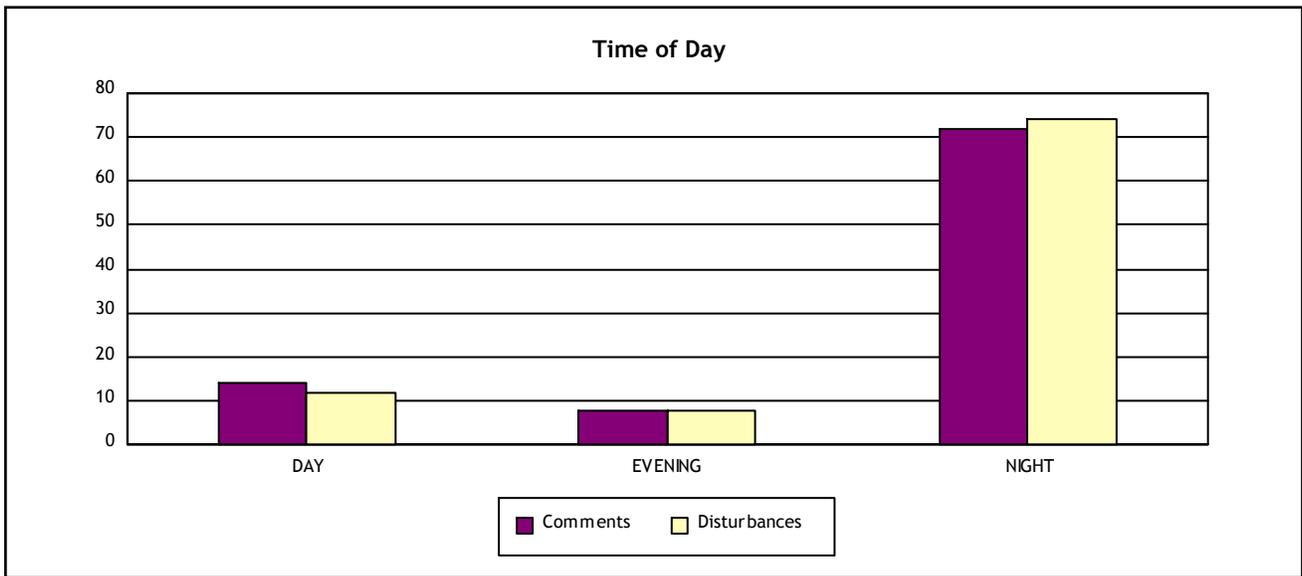
Noise Disturbances Reported **94**



	December 2017	November 2017	% Change	December 2016	% Change
Individuals	7	22	-68%	10	-30%
Comments	94	165	-43%	14	571%
Disturbances	94	165	-43%	14	571%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Comments	14	8	72
Disturbances	12	8	74



Period : December 2017

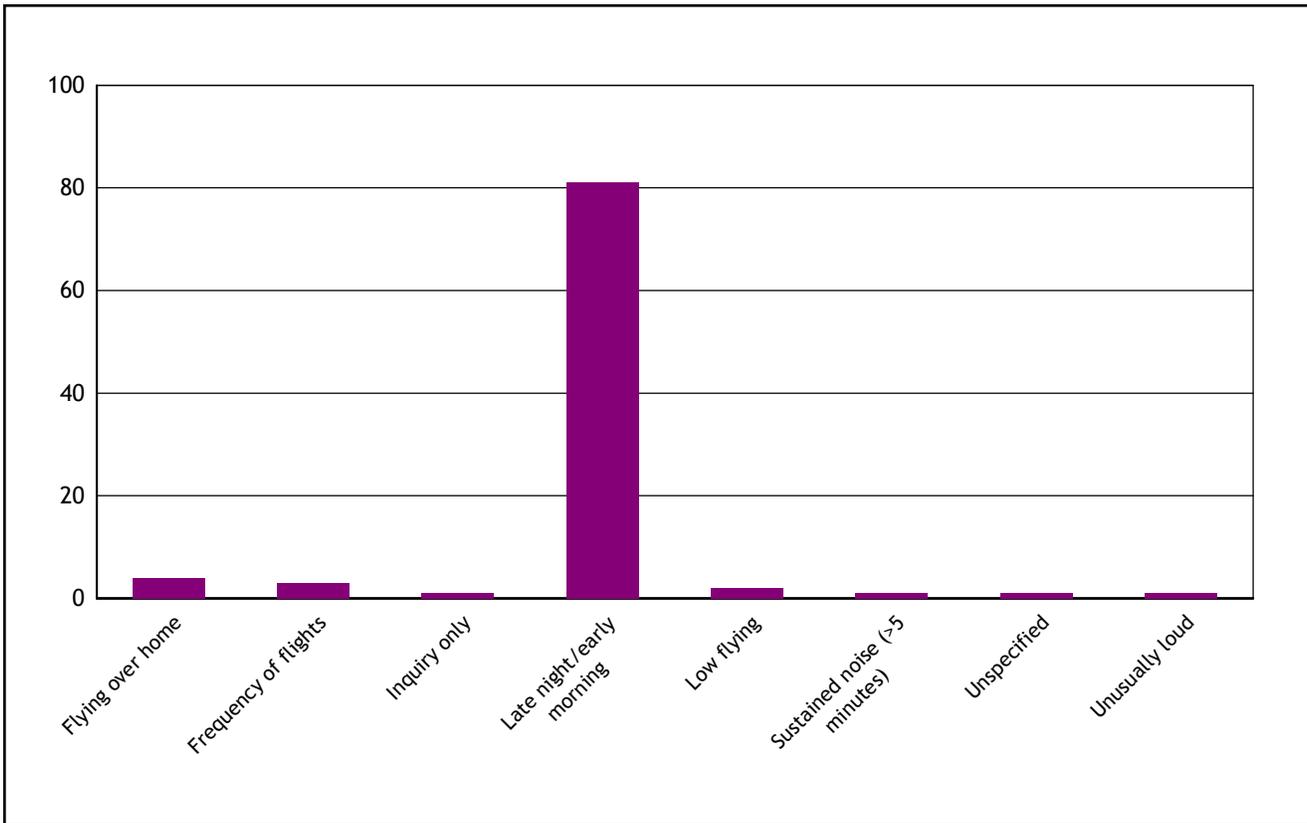
City	Individuals	Comments	Percentage of Comments**
Encino	2	2	2% 
Los Angeles	1	2	2% 
North Hills	2	6	6% 
Santa Clarita	1	1	1% 
Van Nuys	1	83	88% 
TOTAL	7	94	0 10 20 30 40 50 60 70 80 90 100

Individuals	Comments	Percentage of Comments**
*One Individual (Van Nuys)	83	88% 
Individuals Reporting 2 To 5 Comments	8	9% 
Individuals Reporting One Comment	3	3% 
TOTAL	Individuals : 7	94
		0 10 20 30 40 50 60 70 80 90 100

* One individual reporting 6 or more comments shown by city.

** All percentages are rounded to the nearest whole number.

<i>Type of Disturbance*</i>	<i>Number of Comments</i>
Flying over home	4
Frequency of flights	3
Inquiry only	1
Late night/early morning	81
Low flying	2
Sustained noise (>5 minutes)	1
Unspecified	1
Unusually loud	1
TOTAL	94



Note: * As reported by individuals.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
12/01/2017	1:24 pm	12/01/2017	1:01 pm	Encino	Flying over home	The general concern that you referred to on Friday, December 1, 2017 at 13:01 regarding the frequency of aircraft activity in your neighborhood is attributed to the proximity of your residence to Van Nuys Airport (VNY) and the Encino Reservoir which is a reporting area for aircraft following Visual Flight Rules (VFR). It is not uncommon for aircraft departing from or arriving to VNY to overfly your community. In addition, the volume jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, so compared to the past few years there may be more frequent jet departures or arrivals over your community. Additionally, airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
12/02/2017	5:32 am	12/01/2017	5:30 am	Van Nuys	Late night/early morning	There were no aircraft observed operating out of VNY in close proximity to your residence at the time you indicated (Friday, December 1, 2017 at 05:30 +/- 15 minutes) using available Federal Aviation Administration (FAA) radar flight track data as displayed on Van Nuys Airport's aircraft noise and flight track monitoring system (ANOMS). There was however, a Gulfstream G200 departure on Friday, December 2, 2017 at 05:30. The aforementioned jet aircraft departure complied with all City of Los Angeles and Federal regulations/laws and was consistent with normal VNY departure operations. Please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts and the City Curfew Ordinance may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Lastly, airports do not control aircraft in flight. The FAA

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						has ultimate authority over aircraft and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
12/02/2017	11:28 pm	12/02/2017	11:27 pm	Van Nuys	Late night/early morning	The aircraft departure that you reported on Saturday, December 2, 2017 at 23:27 complied with all City of Los Angeles and Federal regulations/laws and was consistent with normal VNY departure operations. Please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts and the City Curfew Ordinance may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ .
12/04/2017	9:50 am	12/04/2017	9:50 am	Encino	Unspecified	The general concern that you referred to on Monday, December 4, 2017 at 09:50 regarding the frequency of aircraft activity in your neighborhood is attributed to the proximity of your residence to Van Nuys Airport (VNY) and the Encino Reservoir which is a reporting area for Visual Flight Rules (VFR) aircraft. It is not uncommon for aircraft departing from or arriving to VNY to overfly your community. In addition, the volume jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, so compared to the past few years there may be more frequent jet departures or arrivals over your community. Additionally, airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
12/05/2017	1:01 am	12/05/2017	1:00 am	Van Nuys	Late night/early morning	The aircraft that you reported on Friday, December 5, 2017 at 01:00 was conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The departure was to the north and took-off from runway 34L and the associated noise was due to the back-blast on takeoff. The departure from 34L was consistent with normal VNY northerly departure procedures. Whenever northerly

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized
12/05/2017	6:37 am	12/05/2017	6:30 am	Van Nuys	Late night/early morning	The aircraft that you reported on Friday, December 5, 2017 at 06:30 were departures to the north on runway 34L and under the control and direction of FAA ATC. The aforementioned departures complied with all City of Los Angeles and Federal regulations/laws and were consistent with normal northern VNY departure operations.
12/16/2017	1:16 am	12/16/2017	1:15 am	Van Nuys	Late night/early morning	The aircraft noise you reported on Saturday, December 16, 2017 at 01:15 may have been associated with two arrivals to VNY. The aircraft noises associated with the landings were caused by reverse-thrust, which is employed by the flight crew to slow the aircraft down safely. Local weather and atmospheric conditions can have an effect on the aircraft noise that reaches the adjacent communities. Under certain weather conditions, departure back-blast and arrival reverse-thrust noise can sometimes travel further since the sounds associated with aircraft operations are amplified. The aforementioned jet aircraft arrivals complied with all City of Los Angeles and Federal regulations/laws and were consistent with normal VNY departure operations *
12/19/2017	12:00 pm	12/18/2017	12:00 am	Santa Clarita	Flying over home	Your residence is located approximately 15 miles due north of Van Nuys Airport (VNY) and is under/near the standard arrival route to the runways at VNY when the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) conduct Southerly Operations, the predominant flow at VNY. Therefore, your community is subject to numerous aircraft arriving on final approach for landing at the airport. However, when northerly winds occur, ATC conducts what is known as Northerly Operations and aircraft fly in the opposite direction of Southerly flow. During Northerly flow, aircraft departing VNY head north into the wind and may fly near/over your residence. Since there were higher than usual Northerly Operations during the months of September and October, you may have observed fewer and more dispersed aircraft departing the airport to the north compared to the more concentrated arrival stream during Southerly Operations which occurred with more normal frequency in November and December. Lastly, please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding this matter.
12/24/2017	2:56 pm	12/24/2017	12:21 pm	Los Angeles	Low flying	The aircraft you reported on Sunday, December 24, 2017 at 12:21 was a single engine propeller driven Piper PA28 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The aircraft was in the vicinity of your neighborhood between 12:21 and 12:22 at approximately 1600 feet Mean Sea Level (MSL) as measured by VNY's Airport Noise and Management System (ANOMS) using FAA flight track data. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
12/24/2017	3:26 pm	12/24/2017	2:08 pm	Los Angeles	Low flying	The aircraft you reported on Sunday, December 24, 2017 at 14:08 was not associated with VNY operations but landed at Whiteman Airport (WHP) at approximately 14:15. Please call WHP at (818) 896-5271 for further information regarding this operation. Please note that airports do not have jurisdiction on aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. You may contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
12/27/2017	12:38 pm	12/27/2017	7:55 am	North Hills	Inquiry only	Based on the description of the frequency and location of the aircraft activity you provided, we believe your general noise concern submitted on Wednesday, December 27, 2017 at 07:55 is attributed primarily to aircraft conducting Touch-and-Go training at Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This type of training is commonly conducted at VNY and it is common for a pilot to execute multiple, consecutive circuits over the airport in a single session. For more information, visit www.lawa.org/welcomeVNY.aspx and click "Pilot Information", then "Pilot

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>Information” (again), then “Preferred Helicopter Routes Map” to view a map depicting the traffic pattern for Touch-and-Go training (refer to the blue “Fixed Wing Traffic Pattern” on the diagram). Additionally, your residence is located approximately 2 miles northeast of the end of the airport runways and therefore, it is not uncommon for aircraft departing from or arriving to VNY to fly near and/or directly over your community at lower altitudes. Lastly, all aircraft arriving to or departing from VNY are directed and controlled by Federal Aviation Administration (FAA) Aircraft Traffic Controller (ATC) when the FAA tower is in operation (06:00 until 22:45 daily). Airports do not have jurisdiction over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.</p>

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