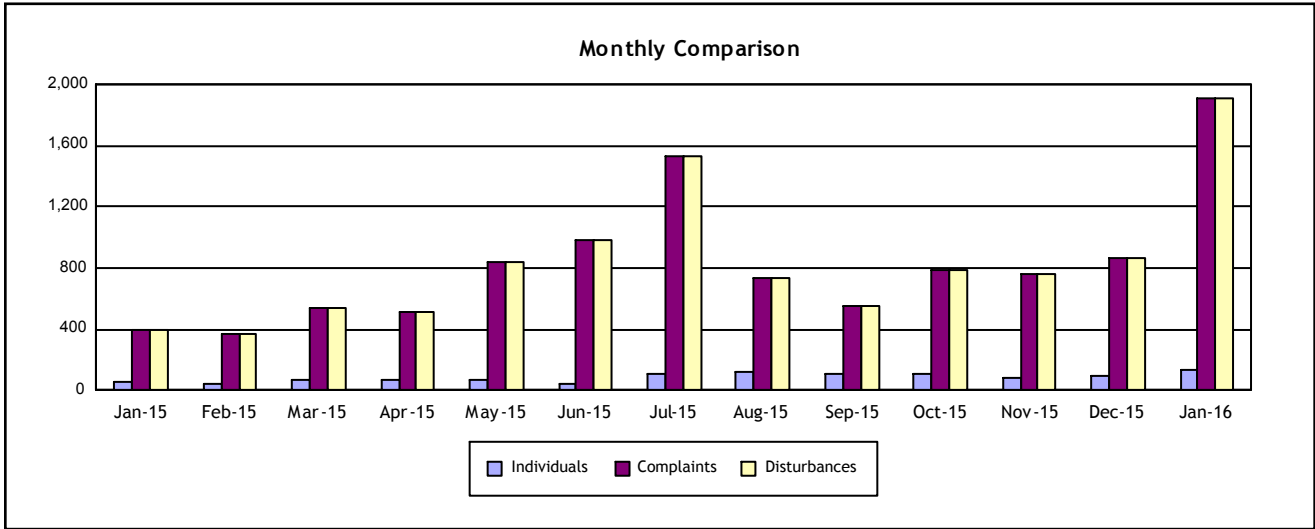


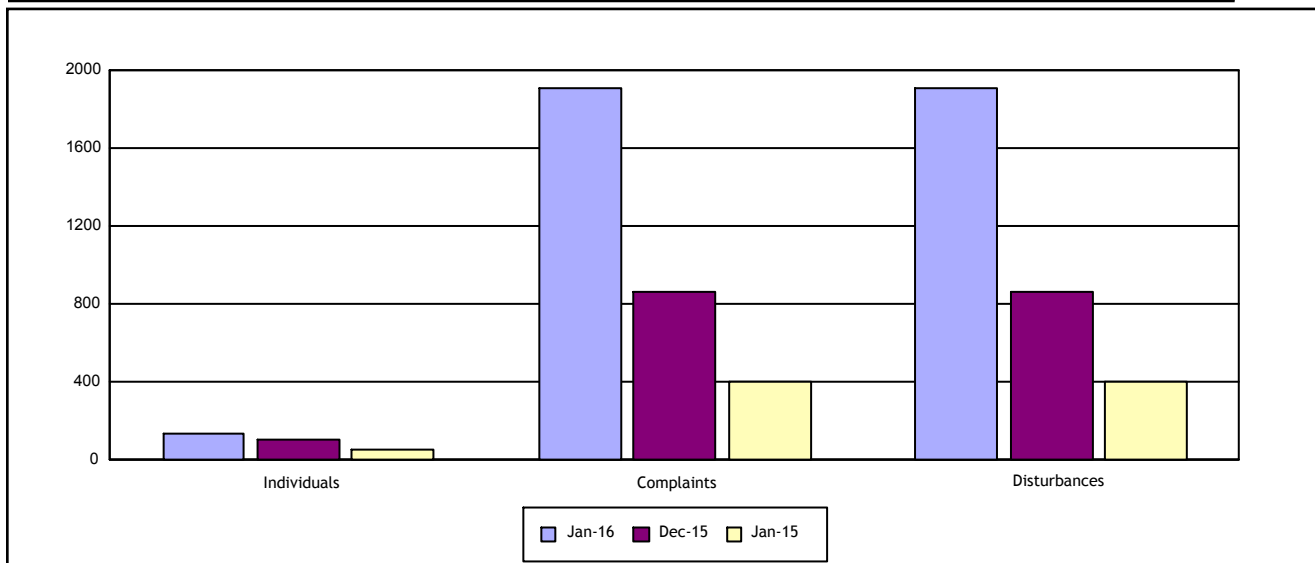
Individuals Submitting Noise Complaints **132**

Noise Complaints Received **1,907**

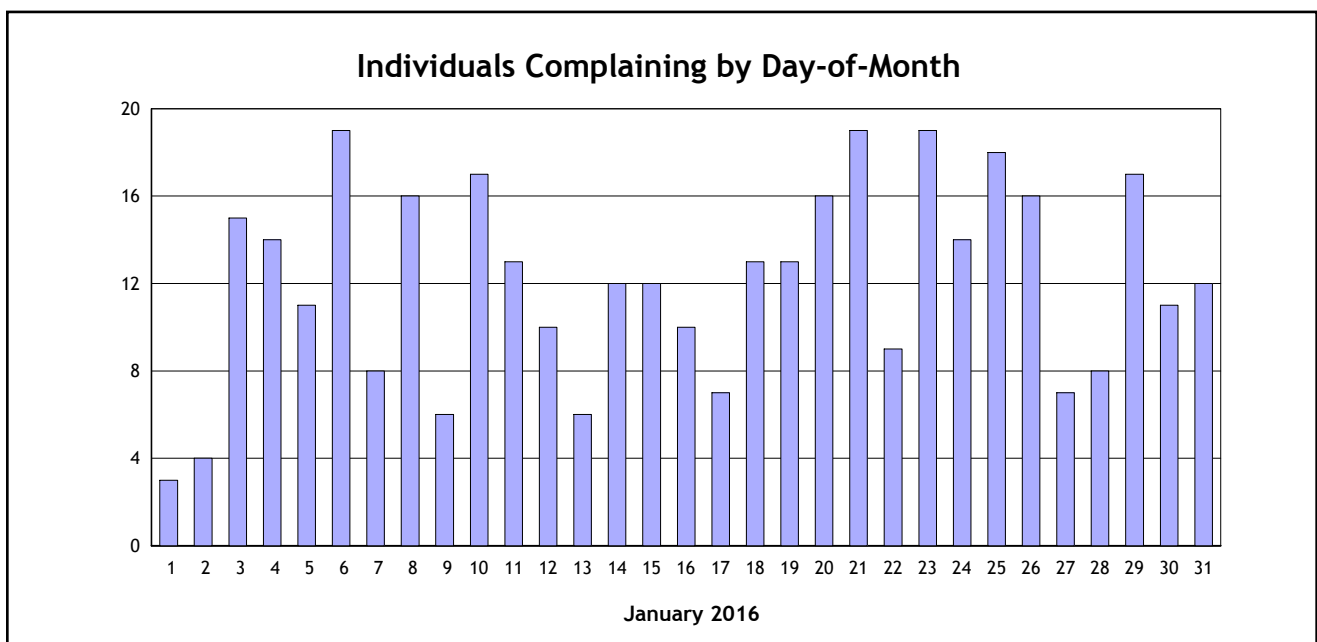
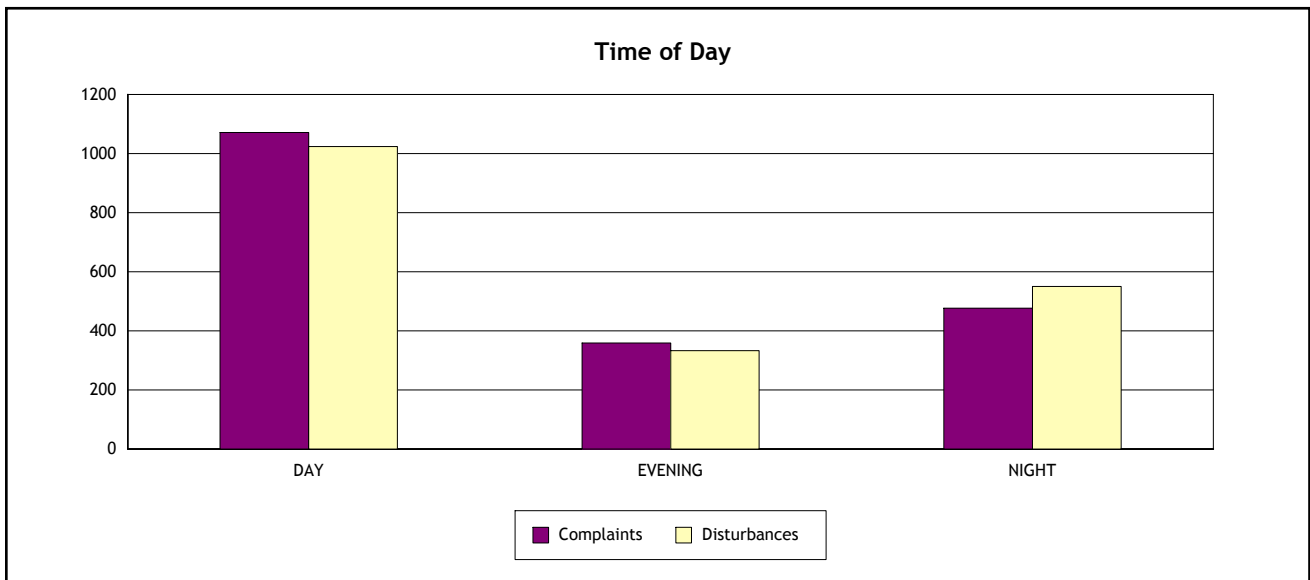
Noise Disturbances Reported **1,907**



	January 2016	December 2015	% Change	January 2015	% Change
Individuals	132	100	32%	53	149%
Complaints	1,907	861	121%	398	379%
Disturbances	1,907	861	121%	398	379%



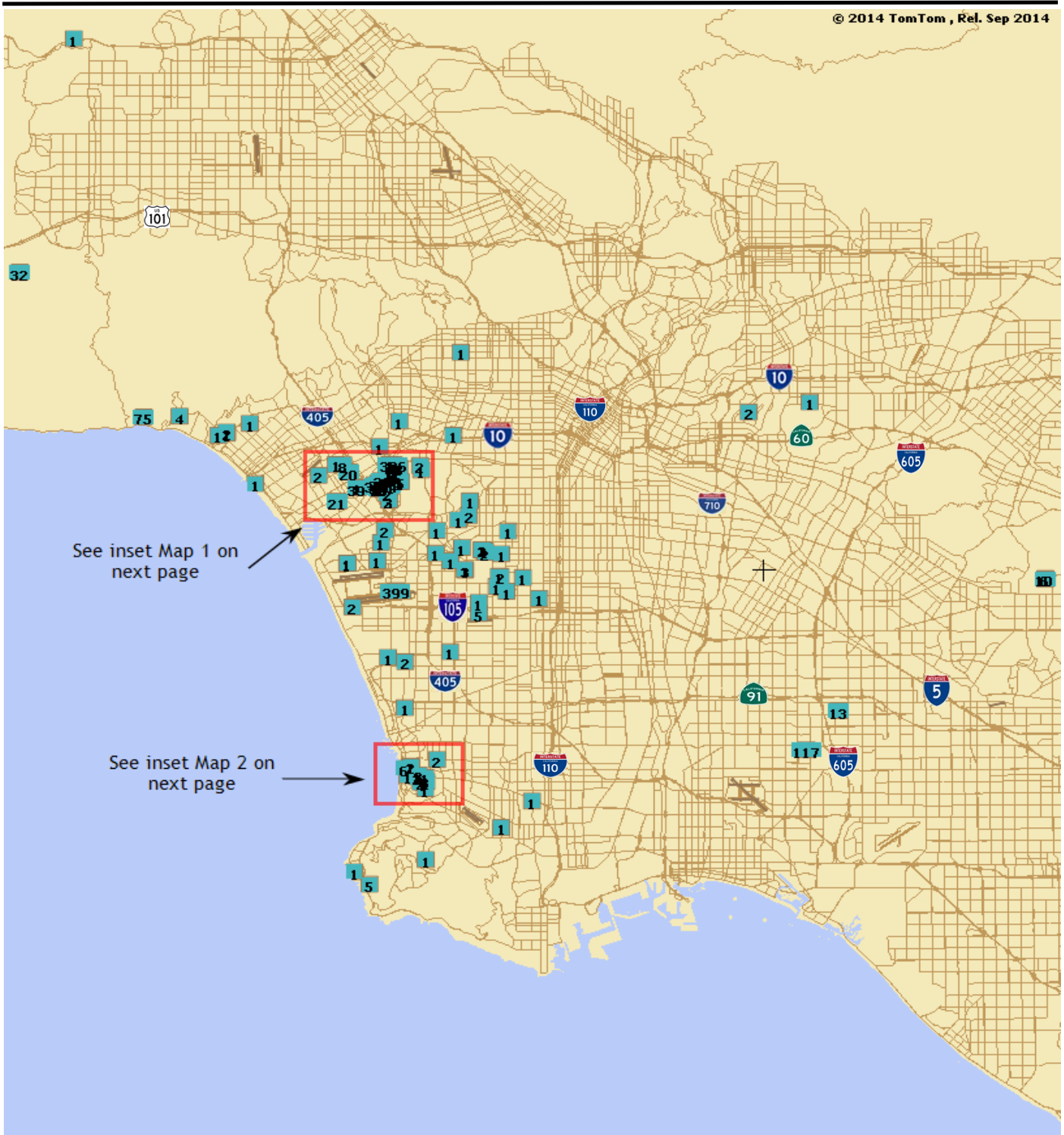
	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	1,071	359	477
Disturbances	1,024	333	550



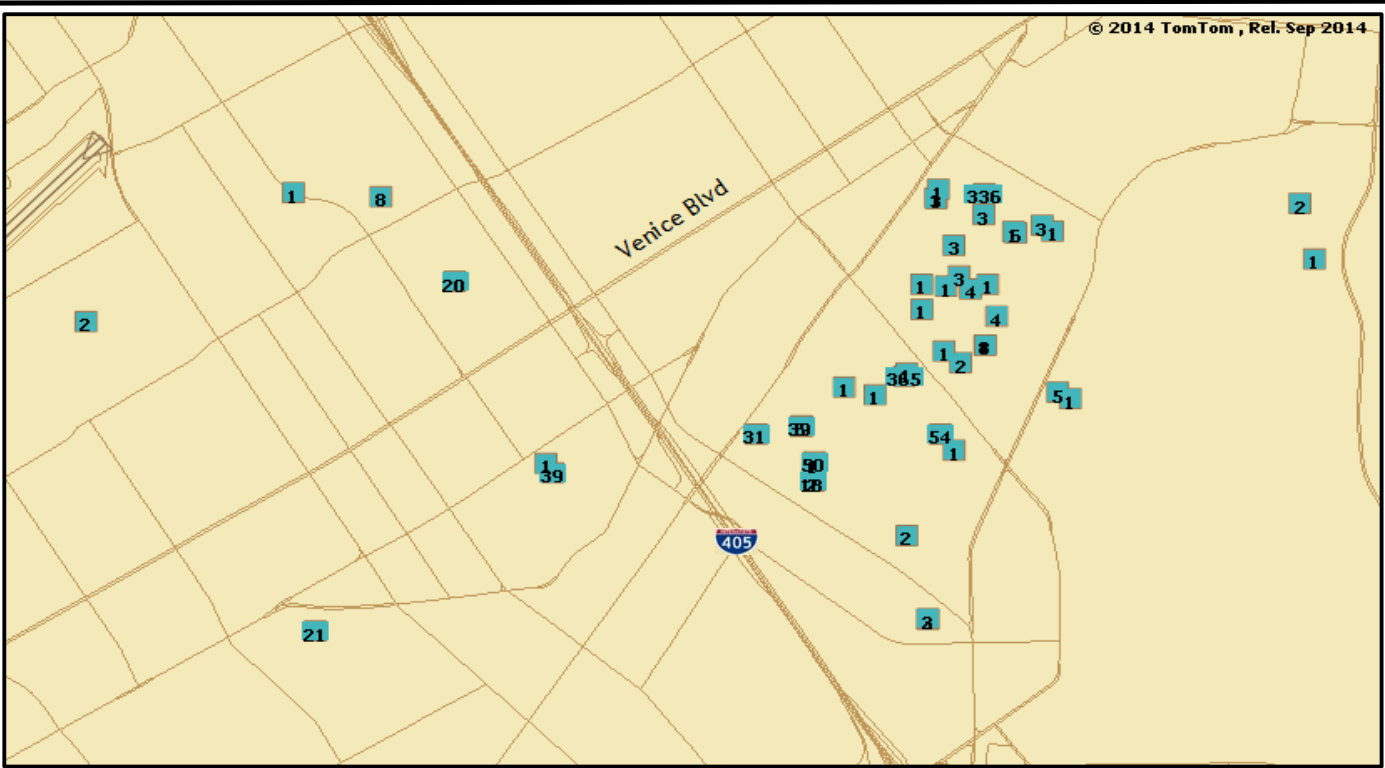
City	Individuals	Complaints	Percentage of Complaints**
Artesia	1	13	< 1%
Calabasas	1	32	2%
Chatsworth	1	1	< 1%
Culver City	42	972	51%
El Segundo	1	2	< 1%
Hawthorne	1	1	< 1%
Inglewood	18	27	1%
La Habra Heights	2	16	< 1%
Lakewood	1	117	6%
Lomita	1	1	< 1%
Long Beach	1	1	< 1%
Los Angeles	25	186	10%
Los Gatos	1	1	< 1%
Manhattan Beach	2	3	< 1%
Mar Vista Hills	1	1	< 1%
Monterey Park	2	3	< 1%
Pacific Palisades	1	4	< 1%
Palos Verdes Estates	1	1	< 1%
Rancho Palos Verdes	2	6	< 1%
Redondo Beach	10	20	1%
Santa Cruz	1	78	4%
Santa Monica	4	5	< 1%
Silverado	1	1	< 1%
Torrance	8	13	< 1%
Unknown	2	2	< 1%
View Park-Windsor Hills	1	1	< 1%
Anonymous	NA	399	21%
TOTAL	132	1907	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
*One Individual (Anonymous)	399	21%
*One Individual (Culver City)	365	19%
*One Individual (Culver City)	336	18%
*One Individual (Lakewood)	117	6%
*One Individual (Santa Cruz)	78	4%
*One Individual (Los Angeles)	75	4%
*One Individual (Culver City)	54	3%
*One Individual (Culver City)	50	3%
*One Individual (Culver City)	39	2%
*One Individual (Los Angeles)	39	2%
*One Individual (Calabasas)	32	2%
*One Individual (Culver City)	31	2%
*One Individual (Los Angeles)	21	1%
*One Individual (Los Angeles)	20	1%
*One Individual (Culver City)	18	1%
*One Individual (Artesia)	13	1%
*One Individual (La Habra Heights)	10	1%
*One Individual (Culver City)	8	0%
*One Individual (Los Angeles)	8	0%
*One Individual (Culver City)	6	0%
*One Individual (Culver City)	6	0%
*One Individual (La Habra Heights)	6	0%
*One Individual (Redondo Beach)	6	0%
Individuals Reporting 2 To 5 Complaints	95	5%
Individuals Reporting One Complaint	75	4%
TOTAL	Individuals : 132	1907

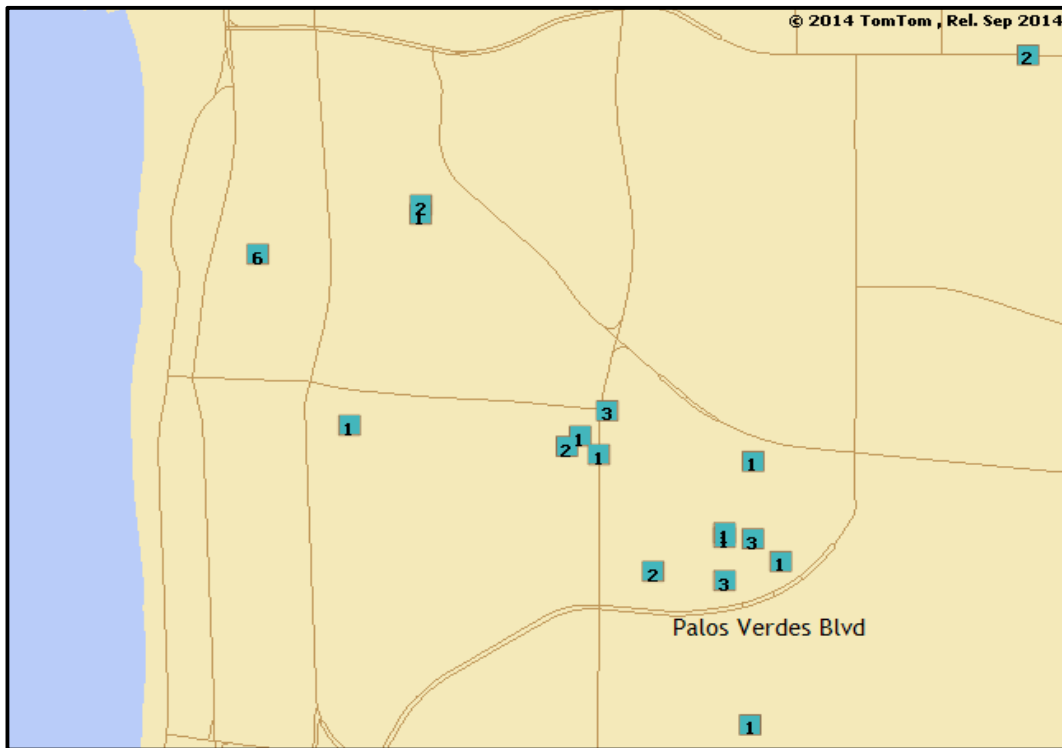
* One individual reporting 6 or more complaints shown by city.
 ** All percentages are rounded to the nearest whole number.



*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 Silverado, Los Gatos, and Santa Cruz, CA.



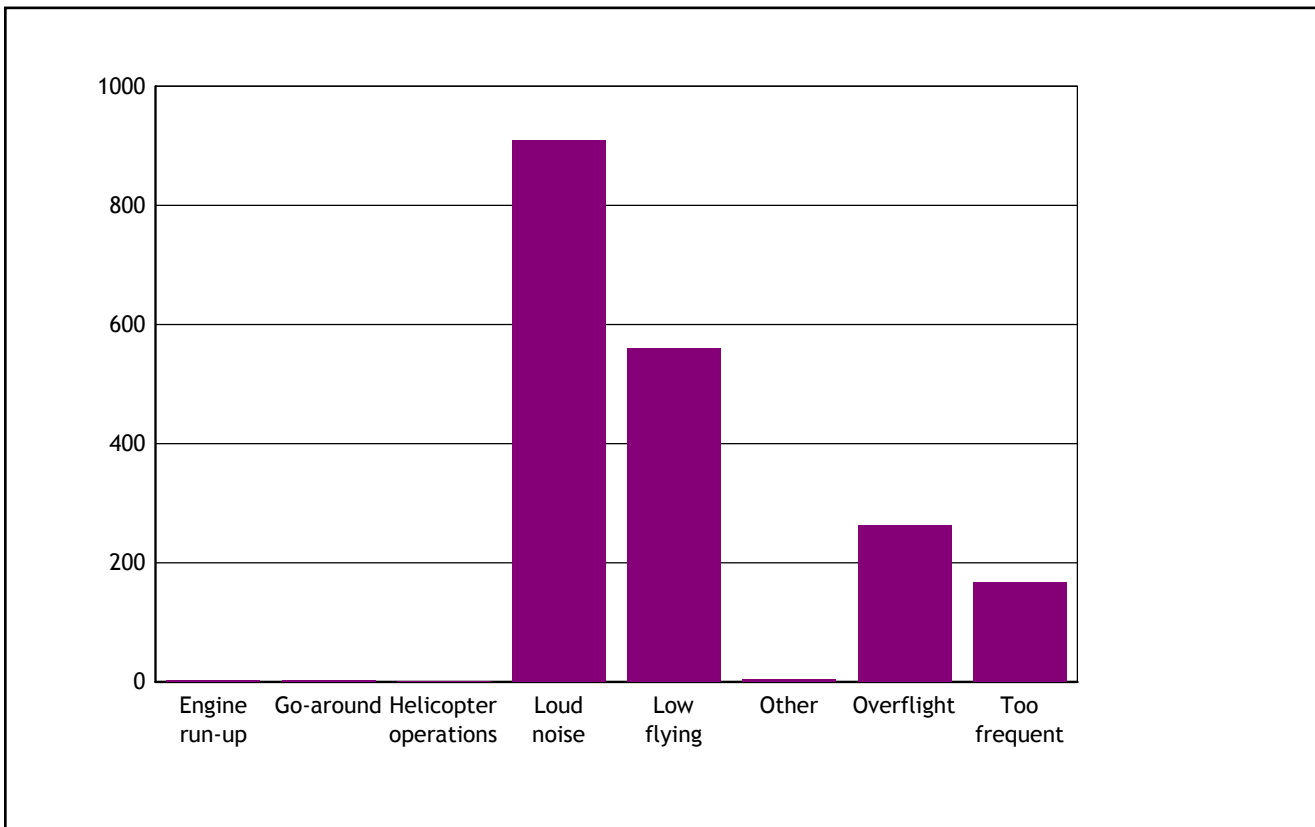
Map 1



Map 2

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

<i>Type of Disturbance*</i>	<i>Number of Complaints</i>
Engine run-up	3
Go-around	2
Helicopter operations	1
Loud noise	909
Low flying	560
Other	4
Overflight	262
Too frequent	166
TOTAL	1,907



Note: * As reported by complainant.



Aircraft Noise Community Response Report
Operations Receiving Two or More Complaints
Los Angeles International Airport

Period : January 2016

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
01/21/2016	1:55:31	AMF1365	E120	25R	Standard Turboprop Departure	3
01/03/2016	13:56:10	KAL011	A388	24R	Standard Arrival Operation	2
01/12/2016	11:30:30				Non LAX Operation	2
01/26/2016	1:23:43	AMF1365	E120	25R	Standard Turboprop Departure	2

<u>Note</u>	
AMF	AMERFLIGHT, LLC.
KAL	KOREAN AIRLINES
GA	



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
1/1/2016	06:06:00	06:29:59	00:23:59	West Flow	Aircraft Restriction
1/2/2016	05:56:00	06:29:59	00:33:59	West Flow	SoCal TRACON Advised
1/3/2016	06:06:00	06:29:59	00:23:59	West Flow	Boeing 777 Arrivals
1/4/2016	00:00:00	03:17:59	03:17:59	East Flow	Winds
1/4/2016	05:45:00	06:29:59	00:44:59	West Flow	Unknown
1/5/2016	00:00:00	00:02:59	00:02:59	West Flow	Over Ocean Operations Transition
1/5/2016	05:26:00	06:29:59	01:03:59	East Flow	Winds
1/6/2016	00:00:00	00:01:59	00:01:59	West Flow	SoCal TRACON Decision
1/6/2016	06:00:00	06:29:59	00:29:59	East Flow	Due to Weather
1/7/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Wind and Runway Closure
1/8/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Runway Closure
1/9/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Runway Closure
1/10/2016	05:49:00	06:29:59	00:40:59	West Flow	Unknown
1/11/2016	00:00:00	00:06:59	00:06:59	West Flow	SoCal TRACON Advised
1/11/2016	06:02:00	06:29:59	00:27:59	West Flow	Due to Aircraft Type
1/12/2016	05:55:00	06:29:59	00:34:59	West Flow	Due to Runway 24L RSA Construction
1/13/2016	00:00:00	00:04:59	00:04:59	West Flow	Over Ocean Operations Transition
1/13/2016	05:52:00	06:29:59	00:37:59	West Flow	Due to Runway Construction
1/14/2016	06:00:00	06:29:59	00:29:59	West Flow	Unknown
1/15/2016	06:00:00	06:29:59	00:29:59	West Flow	Unknown
1/16/2016	05:47:00	06:29:59	00:42:59	West Flow	Due to Runway Construction
1/17/2016	05:57:00	06:29:59	00:32:59	West Flow	SoCal TRACON Advised
1/18/2016	01:48:00	06:29:59	04:41:59	West Flow	Fog
1/19/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather and Runway Closure



Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
1/20/2016	00:00:00	06:29:59	06:29:59	West Flow	Low Ceilings and Runway Closure
1/21/2016	02:50:00	06:29:59	03:39:59	West Flow	Fog
1/22/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
1/23/2016	05:46:00	06:29:59	00:43:59	West Flow	SoCal TRACON Decision/Airport Design Group VI
1/24/2016	05:45:00	06:29:59	00:44:59	West Flow	SoCal TRACON Decision
1/25/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
1/26/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closures
1/27/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
1/28/2016	05:47:00	06:29:59	00:42:59	West Flow	Airport Design Group V & VI Arrivals
1/29/2016	05:50:00	06:29:59	00:39:59	West Flow	Due to Inbound Heavy Boeing 777W
1/30/2016	00:00:00	06:29:59	06:29:59	West Flow	Due to Construction and Forecast Weather
1/31/2016	06:11:00	06:29:59	00:18:59	West Flow	Aircraft Restriction



Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/1/16	5:15 PM	1/1/16	4:44 PM	Rancho Palos Verdes	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.5 miles east of your residence at an approximate altitude of 900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. Most GA aircraft operating under Visual Flight Rules do not file a flight plan and their flight information may not displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/1/16	5:24 PM	1/1/16	10:23 AM	Rancho Palos Verdes	Overflight	At 10:20 a.m., a Cessna R182 was observed over your area at an approximate altitude 1,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Torrance Airport (TOA) and was not associated with LAX operations. Please contact TOA noise abatement center at (310) 784-7950 or visit their WebTrak at http://webtrak5.bksv.com/toa for information regarding TOA operations. General aviation aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/1/16	8:26 PM	1/1/16	8:26 PM	Culver City	Overflight	Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. We will be monitoring the data to determine what changes, if any, may have occurred. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/2/16	7:43 PM	1/2/16	7:38 AM	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. 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, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
1/2/16	7:49 PM	1/2/16	7:31 AM	Culver City	Low flying	At the reported time, an Embraer 170 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. We were unable to confirm a Cathay Pacific aircraft flying near your area within 30 minutes of the reported time. 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, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
1/2/16	9:00 PM	1/1/16	8:49 AM	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/2/16	9:25 PM	1/2/16	9:09 PM	Culver City	Low flying	At 9:08 p.m. on January 2, 2016, a Boeing 737 on arrival to LAX was observed approximately 1 mile north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
1/3/16	9:51 AM	1/3/16	7:00 AM	Culver City	Low flying	At 6:57 a.m. on the reported day, an Airbus 380 on arrival to LAX was observed 0.57 miles north of your residence at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north and west which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, some of these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. OOO is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/3/16	10:23 AM	1/3/16	9:58 AM	Pacific Palisades	Low flying	Aircraft arriving to LAX from the north are vectored by the FAA the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly over your area as they approach the SMO VOR. This standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. 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. We will be monitoring the data to determine what changes, if any, may have occurred.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/3/16	10:42 AM	1/3/16	10:21 AM	Culver City	Low flying	At 10:21 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 5,700' 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 may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/3/16	11:02 AM	1/3/16	10:58 AM	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 1 mile north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/3/16	11:06 AM	1/3/16	10:59 AM	Pacific Palisades	Loud noise	At 11:00 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.47 miles southwest of your residence at an approximate altitude of 8,500' 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. Some of these aircraft may fly over your area as they approach the SMO VOR. This published FAA arrival procedure for LAX has been in place for over 30 years. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/3/16	12:47 PM	1/3/16	12:39 PM	Culver City	Low flying	At the reported time, an Airbus 320 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency.
1/3/16	3:20 PM	1/3/16	1:49 PM	Culver City	Low flying	At the reported time, an Airbus 380 on arrival to LAX was observed 0.35 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/3/16	5:06 PM	1/3/16	4:42 PM	La Habra Heights	Loud noise	At 4:40 p.m. on the reported day, an unknown General Aviation (GA) aircraft en route to Hawthorne Municipal Airport (HHR) was observed just south of your residence at an approximate altitude of 3,300' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. For more information regarding this operation please contact HHR at (310) 349-1635. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports 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.
1/3/16	5:31 PM	1/3/16	5:02 PM	La Habra Heights	Low flying	At the reported time, an unknown General Aviation (GA) aircraft was observed 0.35 miles northeast of your residence at an approximate altitude of 2,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note that airports 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		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/3/16	6:06 PM	1/3/16	6:05 PM	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.78 miles southwest of your residence flying in a northwesterly direction at an approximate altitude of 8,500' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 3:15 p.m. and midnight, the FAA Air Traffic Control (ATC) deviated from Westerly Operations and transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During Easterly Operations aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
1/3/16	7:16 PM	1/3/16	7:15 PM	Inglewood	Overflight	At 7:14 p.m. on the reported day, a Boeing 737 LAX departure flying northeast was observed 0.28 miles south of your residence at an approximate altitude of 2,800' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 3:15 p.m. and midnight, the FAA Air Traffic Control (ATC) deviated from Westerly Operations and transitioned LAX air traffic flow to Easterly Operations due to prevailing easterly winds at 9 knots. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/3/16	8:43 PM	1/3/16	7:15 PM	El Segundo	Overflight	There were no LAX operations observed over the residential community south of LAX during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. The aircraft you observed were easterly arrivals landing from the west over the ocean. On the reported day, between 3:15 p.m. and midnight, the FAA Air Traffic Control (ATC) deviated from Westerly Operations and transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Usually, between 6:30 a.m. and midnight, the FAA Air Traffic Control transitions LAX air traffic flow to Westerly Operations wherein aircraft arrive and depart facing west due to prevailing westerly winds. 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		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/3/16	11:09 PM	1/3/16	11:09 PM	Los Angeles	Overflight	The reported aircraft, a Virgin America Airbus 320 (VRD337) on arrival to LAX, was observed 0.7 miles south of your residence flying in a northwesterly direction at 10:40 p.m. at an approximate altitude of 9,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 3:15 p.m. and midnight, the FAA Air Traffic Control (ATC) deviated from Westerly Operations and transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations wherein aircraft arrive and depart facing west due to prevailing westerly winds. 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. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/4/16	2:26 AM	1/4/16	1:52 AM	Inglewood	Loud noise	On the reported day, between 12:00 a.m. and 3:18 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/4/16	2:32 AM	1/4/16	1:58 AM	Inglewood	Loud noise	At 1:52 a.m. on the reported day, an Airbus 320 LAX departure was observed just south of your residence at an approximate altitude of 2,500' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, between 12:00 a.m. and 3:18 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/4/16	9:22 AM	1/4/16	9:22 AM	Culver City	Low flying	At 9:21 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,900' 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 west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your residence as they continue to descend heading east before making a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. The reported aircraft was observed near your area at an altitude consistent with this FAA procedure. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	11:55 AM	1/3/16	9:00 PM	Rancho Palos Verdes	Low flying	During the reported time period, between January 3rd 3:15 p.m. and January 4th 3:18 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. When this occurs, aircraft will make a U-turn back to the west and may fly over your area. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	12:40 PM	1/3/16	3:00 AM	Los Angeles	Too frequent	During the reported time period, January 3rd between 12:00 a.m. and 3:30 a.m., LAX traffic flow was in Over Ocean Operations (OOO) during which arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the Federal Aviation Administration (FAA) Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During the reported time, there was an unusual arrival at 1:09 a.m. when a Boeing 767 on arrival to LAX was observed flying over your area at an approximate altitude of 1,200' based on available FAA radar flight track data. The reported aircraft was cleared by the FAA ATC for a Westerly Arrival on runway 25L for unknown reasons. 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. Also during the reported period, there were four unknown helicopter flight tracks observed in your area which were unrelated to LAX operations. The flight tracks were from 12:38 to 1:05 a.m., 1:13 to 1:58 a.m., 1:53 to 2:14 a.m. and 3:11 to 3:40 a.m. at altitudes ranging from approximately 400' to 850' based on available FAA radar flight track data. LAX has no jurisdiction over helicopter operations, law enforcement operations or aircraft in flight. 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). Please note that GA aircraft operating under VFR may fly at their discretion following FAA regulations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/4/16	1:28 PM	1/4/16	1:24 AM	Culver City	Overflight	Between 1:15 p.m. and 1:30 p.m. on the reported day, 6 aircraft on arrival to LAX were observed approximately 0.6 miles north of your residence at altitudes above 6,100' 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 approximately 4 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend as they head east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	1:30 PM	1/3/16	1:00 AM	Inglewood	Too frequent	Your residence is located just north of the published Federal Aviation Administration (FAA) standard arrival route for aircraft landing on the north runway complex at LAX during Westerly Operations and is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. The FAA ATC deviated from Westerly Operations and Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Easterly Operations between January 3rd at 3:15 p.m. and January 4th at 3:18 a.m. due to wind conditions. It is possible that the aircraft you observed were LAX easterly departures during this time period. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Please note, LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/4/16	2:27 PM	1/4/16	2:00 PM	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 6,500' 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 approximately 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with this published FAA procedure. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/4/16	2:53 PM	1/4/16	1:00 AM	Inglewood	Overflight	At the reported time of 12:15 a.m. on December 23rd, a Boeing 757 on arrival to LAX was observed 0.48 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from OOO and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to runway closures. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arrive and depart on the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. There were also temporary deviations from OOO on December 25th, 28th, and 29th. The FAA ATC may deviate from OOO at their discretion. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/4/16	5:01 PM	1/4/16	4:54 PM	Los Angeles	Loud noise	At 4:55 p.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.8 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), about 2.2 miles west of your residence, at or above 7,000' MSL. After they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. Your residence is located just south of the standard arrival route so you will continue to observe these arrivals on an ongoing basis. 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 U.S. Environmental Protection Agency's Office of Transportation and Air Quality. For concerns about local air quality, please contact the South Coast Air Quality Management District or the California Air Resources Board.
1/4/16	10:13 PM	1/4/16	9:49 PM	Artesia	Loud noise	There were no LAX operations observed over your area at the reported time of 9:49 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/4/16	10:20 PM	1/4/16	9:55 PM	Artesia	Loud noise	At the reported time, an Airbus 320 on arrival to LAX was observed 0.27 miles east of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	10:28 PM	1/4/16	10:06 PM	Artesia	Loud noise	There were no LAX operations observed over your area at the reported time of 10:06 p.m. based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the south/southeast. These standard arrivals cross over the Seal Beach VOR, a fixed navigational point, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	10:32 PM	1/4/16	10:09 PM	Artesia	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.5 miles east of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/4/16	10:40 PM	1/4/16	10:16 PM	Artesia	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.2 miles east of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the south are vectored by the FAA to fly to the Seal Beach VOR, a fixed navigational point located at Los Alamitos Joint Forces Training Base, then gradually descend as they head north towards Downey where they will turn west to align with the LAX runways for the final leg of the standard arrival procedure. Aircraft executing the same procedure will have a natural spread where they fly over the ground and some may fly over your area. They are given headings/vectors and altitude instructions by the FAA. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/5/16	4:21 AM	1/5/16	3:45 AM	Inglewood	Loud noise	There were no LAX operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Convair CV-580 turboprop departed LAX. It is possible that the noise you are observing may be attributed to departure backblast resulting from engines at full power for takeoff. There is no flight operations curfew at LAX. Engine run-ups are allowed only between the hours of 6:00 a.m. and 11:00 p.m. daily. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. For more information regarding Hawthorne Municipal Airport (HHR) operations please contact HHR at (310) 349-1635.
1/5/16	6:56 AM	1/3/16	1:50 PM	Culver City	Overflight	At 1:49 p.m. on January 3rd, an Airbus 380 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located 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 over 30 years. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/5/16	9:37 PM	1/5/16	9:29 PM	Los Angeles	Loud noise	At 9:28 p.m., a Southwest Airlines Boeing 737 on arrival to LAX was observed near your area at an approximate altitude of 8,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was followed by a Delta Airlines Boeing 717 which was observed near your area at 9:31 p.m. at an approximate altitude of 7,100' based on available FAA radar flight track data. These aircraft were observed near your area at altitudes consistent with published FAA arrival procedures for LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/5/16	9:59 PM	1/5/16	9:54 AM	Culver City	Loud noise	There were no unusual aircraft operations observed on the night of January 4th based on available Federal Aviation Administration (FAA) radar flight track data. We are unaware of any changes to the flight pattern over your area based on available information. On the morning of January 5th, the FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 5:26 a.m. and 12:19 p.m. due to weather conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Historically, Easterly Operations are in effect less than 5% of the time, annually. During Easterly Operations, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations, wherein aircraft arriving to LAX from the north and west are vectored to the SMO VOR at or above 7,000' MSL. These aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/6/16	5:10 AM	1/6/16	5:07 AM	Inglewood	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. LAWA Noise Management does not conduct noise complaint investigations for aircraft that are departing from and arriving at other area airports. For more information regarding Hawthorne Municipal Airport (HHR) operations please contact HHR at (310) 349-1635. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/6/16	8:20 AM	1/6/16	8:15 AM	Los Angeles	Loud noise	Your residence is located just south of the standard arrival route for aircraft arriving at LAX during Westerly Operations. Usually, between 6:30 a.m. and midnight, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitions LAX air traffic flow to Westerly Operations, wherein aircraft arriving to LAX from the north and west are vectored to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. On the reported morning, the FAA ATC transitioned LAX air traffic flow to Easterly Operations between 6:00 a.m. and 11:33 a.m. due to weather conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Historically, Easterly Operations are in effect less than 5% of the time, annually. During Easterly Operations, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL. These aircraft may fly over your residence at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. For a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and enter "aircraft traffic flow" in the search bar.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/6/16	9:15 AM	1/5/16	10:37 AM	Los Angeles	Low flying	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 5:26 a.m. and 12:19 p.m. due to weather conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During Easterly Operations, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations, wherein aircraft arriving to LAX from the north and west are vectored to the SMO VOR at or above 7,000' MSL. These aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. LAWA Noise Management investigates and responds in writing (when a response is requested) to up to five complaints per person per month. To view the Aircraft Noise Community Response (ANCR) Report, including findings for noise complaint investigations, please go to www.lawa.org , enter "Noise Complaints" in the search bar, and click on "Noise Complaint Monthly Report". For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency.
1/6/16	1:12 PM	1/6/16	1:05 PM	Los Angeles	Loud noise	Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (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, these aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. The frequency of operations is based on FAA separation standards in place to maintain safe and expeditious air traffic flow. FAA radar flight track data is available for 90 days in WebTrak (http://webtrak.bksv.com/lax) where you can view individual flight tracks, including flight ID, departure and destination airports, aircraft type and altitude. 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.
1/6/16	1:15 PM	1/6/16	12:50 PM	Los Angeles	Too frequent	At the reported time, an Embraer 170 on arrival to LAX was observed 0.25 miles south of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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, these aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. The airspace in Southern California is extremely complex, including departures, arrivals and overflights from multiple airports. 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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* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.

** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/6/16	1:17 PM	1/6/16	12:53 PM	Los Angeles	Low flying	Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (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, these aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground. This spread can sometimes be a mile or more across, but all aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/6/16	3:29 PM	1/6/16	3:29 PM	Los Gatos	Loud noise	Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit http://www.greatcirclemapper.net to see a sample great circle route (not the actual established route) from one city to another across the Pacific. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/6/16	8:35 PM	1/5/16	7:22 AM	Los Angeles	Loud noise	At the reported time, a General Aviation (GA) Diamond DA40 was observed 0.2 miles northeast of your residence at an approximate altitude of 3,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at John Wayne Airport (SNA) and was not associated with LAX operations. For more information regarding this operation or to submit a complaint please call SNA's Noise Office at (949) 252-5185 or by email at NoiseInfo@ocair.com . GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. We are unaware of any changes in flight patterns over your area as of the date you contacted us other than expected incremental increases in aircraft operations since a record low in 2009.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/6/16	8:55 PM	1/5/16	8:55 AM	Los Angeles	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 5:26 a.m. and 12:19 p.m. due to weather conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Historically, Easterly Operations are in effect less than 5% of the time annually. During Easterly Operations, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations, wherein aircraft arriving to LAX from the north and west are vectored to the SMO VOR at or above 7,000' MSL. These aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 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.
1/6/16	9:09 PM	1/6/16	8:40 AM	Culver City	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations between 6:00 a.m. and 11:33 a.m. due to weather conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. Historically, Easterly Operations are in effect less than 5% of the time annually. During Easterly Operations, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to LAX. Usually, between 6:30 a.m. and midnight, the FAA ATC transitions LAX air traffic flow to Westerly Operations, wherein aircraft arriving to LAX from the north and west are vectored to the SMO VOR at or above 7,000' MSL. These aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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 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. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.
1/6/16	11:23 PM	1/6/16	10:26 AM	Los Angeles	Engine run-up	There were no unusual aircraft operations on the reported night based on available Federal Aviation Administration (FAA) radar flight track data. The noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or rain, may amplify the aircraft noise and cause it to travel further into the adjacent communities.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/6/16	11:36 PM	1/6/16	11:28 PM	Los Angeles	Loud noise	At the reported time a Boeing 737 on arrival to LAX was observed 2 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 2 miles north of the standard arrival route for aircraft landing to the north runway complex at LAX. This published FAA arrival procedure for LAX has been in place for many years. Certain atmospheric/weather conditions, such as temperature inversions or rain, may amplify aircraft noise and make it seem louder than usual.
1/7/16	5:18 AM	1/7/16	4:49: AM	Los Angeles	Too frequent	At 4:50 a.m. on the reported day, an MD11 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind and temporary runway closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. 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. This includes altitude and direction of flight with a major emphasis on safety.
1/7/16	8:30 AM	1/5/16	8:24 AM	Los Angeles	Low flying	The reported aircraft was not observed over your area on January 5th. However, on January 7th at 8:24 a.m., the reported Korean Airlines Airbus 380 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. 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. Your residence is located approximately 1.7 miles southeast of the SMO VOR. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/7/16	9:15 AM	1/5/16	9:13 AM	Los Angeles	Loud noise	The reported aircraft was not observed over your area on January 5th. However, on January 7th at 9:13 a.m., the reported China Airlines Boeing 747 on arrival to LAX aircraft was observed 1.2 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/7/16	9:20 AM	1/5/16	9:16 AM	Los Angeles	Loud noise	The reported aircraft were not observed over your area on January 5th. However, on January 7th at 9:13 a.m., the reported American Airlines Boeing 777 on arrival to LAX was observed 1.2 miles north of your residence at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/7/16	2:19 PM	1/7/16	3:30 AM	Culver City	Loud noise	On the reported morning at 3:41 a.m., a Boeing 767 on arrival to LAX was observed 0.55 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from usual nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind and temporary runway closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed at an altitude in your area consistent with this FAA procedure, descending towards the east after reaching the SMO VOR. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Based on available FAA radar flight track data, we have not observed any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.
1/8/16	9:20 AM	1/8/16	9:20 AM	Inglewood	Other	Your residence is located 0.3 miles south of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure for LAX has been in place for many years. Sound insulation is limited to those residences within the fixed Federal Aviation Administration-defined 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For more information please contact the City of Inglewood at (310) 412-5289.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/8/16	10:13 AM	1/8/16	10:13 AM	Inglewood	Low flying	There were no unusual aircraft operations at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles north of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach during Westerly Operations. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The FAA may deviate from OOO at their discretion due to weather or aircraft safety requirements. During the first week of January, the FAA ATC temporarily deviated from OOO on several occasions due to weather/wind conditions, temporary runway closures and construction. It is possible that the changes you observed were due to these temporary deviations from OOO. Based on available FAA radar flight track data, we have not observed any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. 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.
1/8/16	10:39 AM	1/7/16	7:17 PM	La Habra Heights	Loud noise	At the reported time, an MD11 on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 6,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was observed near your area at an altitude consistent with published FAA arrival procedures for LAX. At 7:13 p.m. a General Aviation (GA) aircraft was observed 0.6 miles south of your residence at an approximate altitude of 2,000'. This aircraft originated at Fullerton Municipal Airport (FUL) and was not associated with LAX operations. Most GA aircraft operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, 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.
1/8/16	4:34 PM	1/15/16	4:34 PM	Los Angeles	Overflight	We noticed that the date of the reported incident was after the date on which the complaint was submitted (1/8/16). In our investigation, we attempted to find operations at 4:34 PM on both 1/5/16 (in case there was a typo when entering the date information) and on 1/8/16, the date of submission. Unfortunately, we were unable to find any overflights in your area at the reported time on these dates, based on available Federal Aviation Administration (FAA) radar flight track data.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/8/16	8:10 PM	1/8/16	8:04 AM	Culver City	Low flying	At 8:04 p.m. on the reported day, an Allegiant Airlines Boeing 757 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,900' followed by a Virgin America Airbus 320 at 8:06 p.m. 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 are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft were observed near your area at altitudes consistent with this procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
1/8/16	11:41 PM	1/8/16	11:27 AM	Culver City	Low flying	At 11:24 p.m. on the reported day, an Airbus 330 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 4,900' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was instructed by the FAA ATC to descend and maintain 3,000'. The FAA Air Traffic Control (ATC) may issue lower altitude instructions at their discretion to accommodate air traffic flow. 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.
1/9/16	9:54 PM	1/9/16	9:49 PM	Culver City	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/10/16	7:47 AM	1/10/16	6:09 AM	Culver City	Overflight	At the reported time, a Boeing 777 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations at 5:49 a.m. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. 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, these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. The FAA may deviate from OOO at their discretion due to weather or aircraft safety requirements. 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.
1/10/16	8:58 AM	1/10/16	6:08 AM	Culver City	Loud noise	At 6:07 a.m. on the reported day, an Airbus 320 on arrival to LAX was observed 0.9 miles north of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations at 5:49 a.m. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive from the east and depart to the west due to prevailing westerly winds. 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, these aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. The FAA may deviate from OOO at their discretion due to weather or aircraft safety requirements. 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. For more information and a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar.
1/10/16	11:09 AM	1/10/16	8:00 AM	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 5,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with the FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/10/16	2:52 PM	1/10/16	6:00 AM	Rancho Palos Verdes	Loud noise	At 5:58 a.m., a Boeing 757 was observed 5.8 miles west of your residence at an approximate altitude of 7,800' based on available Federal Aviation Administration (FAA) radar flight track data. Between 5:00 a.m. and 7:00 a.m., there were several LAX jet departures observed offshore including three which were observed flying over the southern tip of the Palos Verdes Peninsula at altitudes well above 13,000' MSL. Jets departing LAX usually fly around the PV Peninsula approximately 2-3 miles offshore until reaching 13,000' altitude, at which point the FAA may issue direct headings that may result in aircraft overflying the PV Peninsula. Overflights over your area generally only occur when aircraft are executing the Daggett Transition procedure leaving 13,000' MSL or the SEAL BEACH FIVE departure procedure for turbo props. Your area may also be subject to LAX departures when the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Easterly Operations. During the first week of January, the FAA ATC temporarily transitioned LAX air traffic flow to Easterly Operations for brief periods (usually several hours at a time) due to wind conditions. Whenever easterly winds are prevalent, all aircraft departures and arrivals are required to head east into the wind due to aircraft safety requirements, and to maximize aircraft performance. When this occurs, aircraft will make a U-turn back to the west and may fly over your area. 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. The volume of 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. *
1/10/16	4:19 PM	1/10/16	4:10 PM	Culver City	Loud noise	Your residence is located under the downwind leg of the arrival route for aircraft landing at LAX and is subject to numerous arrivals. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (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. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/10/16	8:06 PM	1/9/16	7:30 AM	Culver City	Low flying	At 7:30 a.m. on Sunday, January 10th, a regional jet on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 5,900' 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 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. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/10/16	8:40 PM	1/10/16	8:36 AM	Culver City	Low flying	At 8:35 a.m. on the reported day, a Boeing 777 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 7,500' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. For concerns about local air quality, please contact the South Coast Air Quality Management District or the California Air Resources Board. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.
1/10/16	8:52 PM	1/10/16	8:28 PM	Los Angeles	Low flying	At the reported time, a Boeing 777 was observed 0.3 miles south of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. For more information and to view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and enter "aircraft traffic flow" in the search bar. 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. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month. *
1/11/16	7:13 AM	1/11/16	7:11 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. At 7:01 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 5,900' based on available FAA radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/11/16	9:01 AM	1/11/16	2:44 AM	Santa Monica	Loud noise	At the reported time, a Cathay Pacific Boeing 747 cargo jet on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. At 2:43 a.m., when the aircraft was approximately 4.5 miles east of your residence at 8,300', the FAA Air Traffic Control (ATC) instructed the pilot to descend and maintain 4,000'. By the time the aircraft reached an altitude of approximately 4,000' it was approximately 14 miles west of your residence. Please note that LAX has no jurisdiction over aircraft in flight. The FAA ATC may issue altitude and heading instructions at their discretion for aircraft safety requirements and to accommodate air traffic flow. In the reported case, the aircraft was set to arrive on runway 7R and was pushed out further west on the extended downwind leg of the arrival route as it needed to wait for a departure from runway 25L. 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.
1/11/16	3:34 PM	1/11/16	2:47 PM	La Habra Heights	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. The reported aircraft was observed in your area at an altitude consistent with the published FAA arrival procedure for LAX. Your residence is located approximately 2.2 miles south of the standard arrival route for aircraft landing to the south runway complex at LAX. Your residence is also subject to aircraft operations from other local airports, including General Aviation (GA) aircraft. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/11/16	4:13 PM	1/11/16	3:44 PM	La Habra Heights	Low flying	At the reported time, an Embraer 170 on arrival to LAX was observed 2.2 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. The reported aircraft was observed in your area at an altitude consistent with the published FAA arrival procedure for LAX. Your residence is located approximately 2.2 miles south of the standard arrival route for aircraft landing to the south runway complex at LAX. Your residence is also subject to aircraft operations from other local airports, including General Aviation (GA) aircraft. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/11/16	4:28 PM	1/11/16	4:21 PM	Los Angeles	Overflight	At the reported time, a Boeing 747 on arrival to LAX was observed over your area at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. 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 approximately 0.6 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed in your area at an altitude consistent with the published FAA arrival procedure for LAX. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/11/16	9:10 PM	1/11/16	5:01 PM	Chatsworth	Low flying	At the reported time, an Airbus 300 was observed 0.9 miles east of your residence at an approximate altitude of 4,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Burbank Bob Hope Airport (BUR) and was not associated with LAX operations. Please contact the BUR noise complaint hotline at (800) 441-0409 to file a complaint regarding this operation. Please note that airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/11/16	9:53 PM	1/12/15	9:45 AM	Culver City	Low flying	At 9:44 a.m. on the reported day, a regional jet on arrival to LAX was observed 0.5 miles north of your residence at an approximate altitude of 6,600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft's altitude in your area was consistent with published FAA arrival procedures for LAX. 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, some of these aircraft may fly near your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
1/12/16	8:04 AM	1/12/16	8:04 AM	Inglewood	Other	At the reported time, an Airbus 320 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.3 miles south of the standard arrival routed for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Noise Management does not return phone calls, but investigates and responds in writing to up to five complaints per person per month.
1/12/16	11:00 AM	1/12/16	10:36 AM	Inglewood	Other	At the reported time, a Boeing 737 on arrival to LAX was observed 0.3 miles north of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.3 miles south of the standard arrival routed for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/12/16	12:22 PM	1/12/16	11:54 AM	La Habra Heights	Loud noise	At the reported time, an unknown General Aviation (GA) aircraft was observed over your area at an approximate altitude of 1,500' based on available Federal Aviation Administration (FAA) radar flight track data. Most GA aircraft, including small planes and helicopters, do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). LAX Noise Management investigates and responds to noise complaints for LAX operations. If you wish to submit a noise complaint for aircraft operating between airports other than LAX, please contact those airports for information. GA aircraft may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/12/16	12:27 PM	1/12/16	11:59 AM	La Habra Heights	Go-around	At the reported time, an unknown General Aviation (GA) aircraft was observed 1.5 miles southeast of your residence at an approximate altitude of 3,100' based on available Federal Aviation Administration (FAA) radar flight track data. This operations was not what is known as "Go-around". 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 or other factors, and that it must circle around to make another attempt at landing. When this occurs, the arrival aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and return to the arrival pattern. The reported aircraft originated at Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For information regarding HHR operations please contact HHR at (310) 349-1635. Most GA aircraft, including small planes and helicopters, do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Please note, 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.
1/12/16	12:29 PM	1/12/16	11:59 AM	La Habra Heights	Low flying	At the reported time, an unknown General Aviation (GA) aircraft was observed 1.5 miles southeast of your residence at an approximate altitude of 3,100' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft originated at Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For information regarding HHR operations please contact HHR at (310) 349-1635. Most GA aircraft, including small planes and helicopters, do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Please note, 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		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/12/16	1:31 PM	1/12/16	1:31 PM	Inglewood	Overflight	At the reported time, an Airbus 319 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.4 miles north of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard FAA arrival procedure for LAX has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please contact City of Inglewood Residential Sound Insulation Program at (310) 412-5289.
1/12/16	2:30 PM	12/4/15	12:00 AM	Los Angeles	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. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in aircraft operations since a record low in 2009. There have been more larger aircraft (Category VI) in recent years, which may seem lower due to the size of the aircraft. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/12/16	2:30 PM	12/1/15	12:00 AM	Los Angeles	Loud noise	At 12:03 a.m. on the reported day, a Boeing 737 was observed over your area at an approximate altitude of 6,500' 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 runway closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. To view a graphical representation of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar.
1/12/16	2:31 PM	12/6/15	12:00 AM	Los Angeles	Too frequent	At the reported time, there were no LAX operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your residence as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. 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 aircraft operations since a record low in 2009. These standard FAA arrival procedures for LAX have been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/12/16	2:31 PM	12/7/15	12:00 AM	Los Angeles	Too frequent	At 12:03 a.m. on the reported morning, a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 6,500' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between 12:00 a.m. and 12:19 a.m. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.
1/12/16	2:32 PM	12/8/15	12:00 AM	Los Angeles	Too frequent	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. (SoCal TRACON decision). During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. *

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/12/16	6:31 PM	1/12/16	5:42 PM	Los Angeles	Overflight	At the reported time, a Pilatus PC-12 was observed 1.1 miles south of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was en route to Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For information please contact HHR at (310) 349-1635. 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.
1/13/16	2:30 PM	1/13/16	8:00 AM	Santa Monica	Overflight	On the reported day, between 6:30 a.m. and 2:30 p.m., five aircraft on arrival to LAX were observed within a 1 mile radius of your residence at average altitudes above 7,000'. Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly south of your residence at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly near your area. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
1/13/16	2:36 PM	1/13/16	2:30 PM	Santa Monica	Loud noise	Aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly south of your residence at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly near your area. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. Based on available FAA radar flight track data, we do not observe any flight path changes over your area other than the expected incremental increases in operations since a record low in 2009. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities including altitude and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/13/16	11:28 PM	1/13/16	11:26 PM	Los Angeles	Loud noise	The reported aircraft, an Airbus 319 on arrival to LAX was observed 1.73 miles south of your residence at an approximate altitude of 8,200' 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 fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. These aircraft may fly south of your residence at altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Aircraft following the same procedure will have a spread as to where they fly over the ground and some may fly near your area. This spread can sometimes be a mile or more across in this area, but all of these aircraft are described by the FAA as flying the same procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. Based on available FAA radar flight track data, we do not observe any flight path changes over your area other than the expected incremental increases in operations since a record low in 2009. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities including altitude and direction of flight with the major emphasis on safety.
1/14/16	8:14 AM	1/14/16	3:48 AM	Torrance	Too frequent	At the reported time, a Convair CVLT was observed 1.3 miles south of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA departure procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.
1/14/16	9:05 AM	1/14/16	9:05 AM	Inglewood	Loud noise	At the reported time, a Boeing 777 on arrival to LAX was observed 0.4 miles south of your residence at an approximate altitude of 1,200' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located 0.4 miles north of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Sound insulation is limited to those residences within the 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information please contact the City of Inglewood Residential Sound Insulation Program at (310) 412 5289. LAWA Noise Management does not return phone calls but investigates and responds in writing to up to five complaints per person per month.

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

** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/15/16	4:37 AM	1/15/16	4:31 AM	Culver City	Low flying	At the reported time, LAX air traffic flow was on the Over Ocean Operations (OOO) arrival pattern. An Airbus 306 was observed flying westbound 0.8 miles south of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east 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 8,000' MSL and continue west to make a U-turn over the ocean to arrive at LAX. The reported aircraft was issued lower altitude instructions by the FAA ATC for unknown reasons. The FAA may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. Two minutes after this arrival, an unidentified helicopter was observed in a northeast direction 0.3 miles north of your area at an approximate altitude of 800'. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. 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.
1/15/16	9:41 AM	1/15/16	6:16 AM	Redondo Beach	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. A General Aviation (GA) single propeller engine Pilatus was observed 0.27 miles west of your residence at an approximate altitude of 4,800'. This aircraft departed from Hawthorne Municipal Airport (HHR) en route to Carlsbad's McClellan-Palomar Airport (CRQ) and was not associated with LAX operations. Please contact HHR at (310) 349-1635 for further information. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/15/16	10:06 AM	1/15/16	7:10 AM	Torrance	Loud noise	The reported aircraft operation departed from Long Beach Airport (LGB) to follow their standard departure procedures. Aircraft departing northbound from LGB off of runway 30 are normally instructed to fly radial 251 out of Seal Beach VOR. This direction of flight travels westbound over Torrance. Based on Federal Aviation Administration (FAA) radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since the 2009 recession. The proposed FAA Southern California (SoCal) Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. The FAA SoCal Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until late-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/16/16	5:42 AM	1/16/16	5:17 AM	Inglewood	Engine run-up	At the reported time, an Airbus 321 departed from runway 25R following standard departure procedures for LAX. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to Over Ocean Operations (OOO) whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO arrivals and departures occur to and from the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary and the FAA may deviate from this procedure to ensure aircraft safety. LAX does not have a curfew for aircraft operations. We were unable to confirm any engine run-up activity at the reported time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
1/16/16	5:16 PM	1/16/16	11:25 AM	La Habra Heights	Low flying	There were no LAX operations observed near your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. A General Aviation (GA) Cessna 172 was observed 0.4 miles south of your residence at an approximate altitude of 2,600' en route to Hawthorne Airport (HHR). Please contact HHR at (310) 349-1635 for further information. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. *
1/16/16	11:35 PM	1/16/16	10:57 PM	Pacific Palisades	Loud noise	The reported aircraft were observed flying on the standard arrival approach to LAX based on available Federal Aviation Administration (FAA) radar flight track data. As they entered the arrival path, Air Canada Rouge (ROU) A319 flew 1 mile south of your area at an approximate altitude of 7,600' while Hawaiian (HAL) A332 flew 1.5 miles south at an approximate altitude of 8,200'. Most current FAA aerial routes/procedures are generally an approximate 2 to 4 miles wide to allow for lateral separation between aircraft using ground-based navigation equipment to prevent wake turbulence for aircraft in trail. These are common practices to ensure safety in flight. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual. We work closely with our vendor to ensure that WebTrak is up and running and we are unaware of any issues with the radar flight track data, including altitude, on the reported day.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/17/16	1:51 PM	1/16/16	12:20 AM	Culver City	Low flying	At the reported time, an Airbus 319 was observed following the standard Over Ocean Operations (OOO) arrival route 0.2 miles south of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. This FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety. No unusual activity was observed. Certain weather/atmospheric conditions may amplify aircraft noise. *
1/18/16	12:53 PM	1/18/16	12:53 PM	Pacific Palisades	Overflight	At the reported time, a Boeing 787 was observed following the standard arrival route 2 miles south of your residence at an approximate altitude of 8,900' based on available Federal Aviation Administration (FAA) radar flight track data. The altitude shown on WebTrack is based on the mean sea level (MSL); this means that the elevation at your property may be closer to the flight level of the aircraft, which is considered above ground level (AGL). Based on available 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 the 2009 recession. The proposed FAA Southern California (SoCal) Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. The FAA SoCal Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until late-2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. LAWA Noise Management investigates and responds in writing to up to five complaints per person per month.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/18/16	5:04 PM	1/18/16	4:32 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. 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.
1/18/16	5:56 PM	1/18/16	4:57 PM	Los Angeles	Overflight	At the reported time, an Airbus 319 executed a Federal Aviation Administration (FAA)-initiated go-around due to preceding aircraft too slow on approach and was observed over your area at an approximate altitude of 2,100' based on available FAA radar flight track data. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation will happen from time to time. 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.
1/19/16	6:27 PM	1/19/16	6:02 PM	Inglewood	Loud noise	For information about aircraft activity at Hawthorne Municipal Airport (HHR), please contact HHR at (310) 349-1635.
1/19/16	8:37 PM	1/19/16	8:35 AM	Culver City	Low flying	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA) standard arrival route to LAX. The aircraft flew 0.4 miles north of your area at an approximate altitude of 6,700'. As aircraft arriving from the north enter the arrival pattern at the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), they begin to descend from 7,000' eastbound to make a U-turn at or past the 110 freeway for final approach. These aircraft operations may fly near your residence as they continue their descent for final approach. This has been the standard procedure for over 30 years. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/19/16	9:24 PM	1/19/16	8:49 PM	Los Angeles	Loud noise	At the reported time, the reported Boeing 747 was observed over your residence at an approximate altitude of 8,400' based on available Federal Aviation Administration (FAA) radar flight track data. At 8:44 p.m. when this aircraft was just south of the Fillmore (FIM) VOR at an approximate altitude of 13,400', the FAA Air Traffic Control (ATC) instructed the aircraft to proceed direct towards BAYST and descend and maintain 10,000'. At approximately 8:46 p.m., when the aircraft was flying south towards BAYST approximately 14 miles northwest of your residence at an approximate altitude of 10,300', the FAA ATC instructed the pilot to proceed direct to Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), and maintain 7,000'. After reaching the SMO VOR, the aircraft followed the track-crossover route to arrive at the south runway complex. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. This may sometimes result in aircraft not flying the standard route/navigation points. The FAA ATC determines the required rate of descent for sequencing aircraft on arrival. These are common FAA practices to ensure safety in flight. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
1/19/16	9:36 PM	1/19/16	9:15 PM	Monterey Park	Too frequent	At the reported time, a Boeing 767 was observed following the Federal Aviation Administration (FAA)-established extended downwind leg of the standard arrival route to LAX. This aircraft flew 0.1 miles south of your residence at an approximate altitude of 2,500' based on available FAA radar flight track data. The FAA Air Traffic Control sometimes instructs aircraft to make a U-turn back to LAX at a point further to the east due to weather or to accommodate air traffic flow. When this occurs, aircraft may fly over your area. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/19/16	11:34 PM	1/19/16	11:04 PM	Inglewood	Loud noise	Your residence is located approximately 0.5 miles north of the published Federal Aviation Administration (FAA) established standard arrival route for the north runway complex at LAX. During Westerly Operations, aircraft on final approach fly south of your area at average altitudes of 1,200'. During Over Ocean Operations (OOO), between midnight and 6:30 a.m. daily, aircraft flying westbound towards the ocean are at an altitude of 7,000' or higher. However, deviation from OOO may occur due to weather, wind, or equipment failure. Certain weather/atmospheric conditions may amplify aircraft noise. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/20/16	6:25 AM	1/20/16	2:20 AM	Torrance	Too frequent	At the reported time, an Embraer 120 LAX departure was observed 5.5 miles west of your residence at an approximate altitude of 6,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure was consistent with published FAA procedures for LAX wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. In this case, the aircraft was not observed flying over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start before 5 a.m. as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is transporting cargo and does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/20/16	7:05 AM	1/20/16	6:10 AM	Redondo Beach	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. A General Aviation (GA) single propeller engine Pilatus was observed 0.6 miles west of your residence at an approximate altitude of 5,200'. This aircraft departed from Hawthorne Municipal Airport (HHR) en route to Carlsbad's McClellan-Palomar Airport (CRQ) and was not associated with LAX operations. Please contact HHR at (310) 349-1635 for further information. GA aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/20/16	11:02 AM	1/20/16	11:02 AM	Los Angeles	Loud noise	Your residence is located approximately 0.86 miles south of the standard arrival route for aircraft landing to the south runway complex and is subject to numerous arrivals on final approach during Westerly Operations. 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 low ceilings and a runway closure. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arrive and depart on the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. There is no aircraft operations curfew at LAX. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/20/16	11:02 AM	1/16/16	2:39 AM	Los Angeles	Overflight	At the reported time, a Boeing 777 was observed 0.32 miles southwest of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. LAX air traffic flow was in Over Ocean Operations (OOO) at the time; however, at 2:35 a.m. when the aircraft was approximately 19 miles northwest of your residence flying south, the FAA Air Traffic Control (ATC) instructed the pilot to fly direct towards the Santa Monica VOR for a Westerly Arrival on runway 25L. This resulted in the aircraft flying over your area en route to the Santa Monica VOR. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arrive and depart on the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. Please note, airports do not have jurisdiction over aircraft in flight. The FAA ATC may issue altitude and heading instructions at their discretion for safety, weather and to accommodate air traffic flow. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/20/16	2:03 PM	1/20/16	4:52 AM	Culver City	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to low ceilings and a runway closure. Westerly Operations is the daytime traffic pattern used at LAX wherein aircraft arrive and depart LAX to the west. During Westerly Operations, aircraft arriving to LAX from the north or west are vectored by the FAA ATC to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic flow to OOO. During OOO, aircraft arriving to LAX from the south or east are vectored by the FAA ATC to the SMO VOR at or above 8,000'. After reaching the SMO VOR aircraft continue west to make a U-turn south over the ocean for their final descent to LAX. Aircraft arriving to LAX during OOO usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. There is no operations curfew at LAX. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/20/16	3:51 PM	11/23/2015	7:23 AM	View Park-Windsor Hills	Overflight	We were unable to confirm the reported operation based on available Federal Aviation Administration (FAA) radar flight track data. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. For more information about Hawthorne Municipal Airport (HHR) operations please contact them at (310) 349 1635. Please note, although your complaint may have been submitted in November 2015, we did not receive in until January 2016, possibly due to a system error.
1/20/16	8:52 PM	1/19/16	10:56 PM	Los Angeles	Overflight	At the reported time, a Boeing 737 was observed 2.3 miles northeast of your area at an approximate altitude of 9,500' based on available Federal Aviation Administration (FAA) radar flight track data. At 10:51 p.m., when the aircraft was flying near the Fillmore VOR (a fixed navigational point), the FAA Air Traffic Control (ATC) directed this aircraft to turn left heading 130 direct to the Santa Monica VOR (a fixed navigational point) for unknown reasons. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. *
1/21/16	3:23 AM	1/21/16	2:02 AM	Los Angeles	Loud noise	At the reported time, an Embraer E120 propeller cargo plane was observed over your area at an approximate altitude of 12,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/21/16	3:32 AM	1/21/16	1:58 AM	Redondo Beach	Too frequent	At the reported time, an Embraer E120 propeller cargo plane was observed 0.36 miles south of your residence at an approximate altitude of 10,300' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/21/16	3:40 AM	1/21/16	2:02 AM	Lomita	Loud noise	At the reported time, an Embraer E120 propeller cargo plane was observed 1.2 miles north of your residence at an approximate altitude of 12,000' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/21/16	5:24 AM	1/21/16	4:55 AM	Inglewood	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 2:50 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations due to fog. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arrive and depart on the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. There is no aircraft operations curfew at LAX. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/21/16	2:23 PM	1/21/16	5:00 AM	Inglewood	Loud noise	At the reported time, a Boeing 747 was observed 0.37 miles south of your residence at an approximate altitude of 1,300' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 2:50 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations due to fog. During Westerly Operations, your residence is subject to numerous arrivals on final approach to LAX. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart to the west due to prevailing westerly winds. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arrive and depart on the west end of the airport over the ocean. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. There is no aircraft operations curfew at LAX. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/22/16	6:52 AM	1/22/16	5:02 AM	Culver City	Loud noise	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between midnight and 6:30 a.m. due to weather. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/22/16	3:10 PM	1/21/16	3:13 AM	Manhattan Beach	Loud noise	At the reported time, a Boeing 767 executed a pilot-initiated go-around on approach to runway 25L due to loss of visibility as a dense fog bank rolled in. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) had deviated from Over Ocean Operations (OOO) just minutes prior to the event (2:50 a.m.) in preparation for this foggy weather condition. The pilot was instructed to fly heading 200 degrees to re-enter the approach pattern and the aircraft flew 0.1 miles west of your residence at an approximate altitude of 2,000'. Certain weather conditions may amplify aircraft noise. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/23/16	8:41 AM	1/23/16	6:00 AM	Culver City	Loud noise	At the reported time, there were no aircraft operations observed over your residence based on available Federal Aviation Administration (FAA) radar flight track data. At 5:51 a.m., a Boeing 747 was observed over your area following the Westerly Operations arrival pattern at an approximate altitude of 7,600'. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 5:46 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations due to weather conditions. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000'. Once they reach the VOR, aircraft may fly east over a wide area before making a U-turn at the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/23/16	9:32 AM	12/25/2015	12:53 PM	Calabasas	Loud noise	No unusual aircraft activity was observed using available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 777 LAX departure on the Gorman transition airway was observed flying 0.5 miles east of your residence at an approximate altitude of 11,900'. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
1/23/16	9:33 AM	12/25/2015	12:58 PM	Calabasas	Low flying	No LAX operation was observed over your area at the reported time. A Boeing 737 en route to Burbank Bob Hope Airport (BUR) flew 1 mile north of your residence at an approximate altitude of 4,500' based on available Federal Aviation Administration (FAA) radar flight track data. For more information about this operation, please contact BUR at 800-441-0409. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise and make it seem louder than usual.
1/23/16	10:03 AM	1/23/16	1:00 AM	Culver City	Low flying	Between 8:30 a.m. and 10:30 a.m., no unusual aircraft activity was observed using available Federal Aviation Administration (FAA) radar flight track data. Your residence is approximately 0.3 miles south of the downwind leg of the published FAA standard arrival route to LAX. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over 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.
1/23/16	10:59 AM	12/25/2015	1:26 PM	Calabasas	Loud noise	At the reported time, a Boeing 737 LAX departure en route to Sacramento was observed 0.5 miles east of your residence following the Gorman Transition at an approximate altitude of 9,100'. No unusual aircraft activity observed based on available Federal Aviation Administration (FAA) radar flight track data. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/23/16	12:40 PM	1/23/16	10:30 AM	Inglewood	Low flying	Your residence is located approximately 1.5 miles north of the standard arrival route for aircraft landing to the north runway complex at LAX. During the reported time period, several LAX arrivals were observed approximately 1.5 miles south of your residence on final approach at average altitudes of 900' based on available Federal Aviation Administration (FAA) radar flight track data. No unusual aircraft activity was observed at the reported time. Your residence is also subject to aircraft following the LOOP Departure procedure. However, these aircraft fly over your area at average altitudes of 13,000 or higher. No unusual activity was observed using available FAA flight track radar data. The LOOP Departure procedure is used as a noise abatement procedure to keep departures well above 10,000' when crossing back over land. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.
1/23/16	3:05 PM	1/23/16	3:00 AM	Culver City	Loud noise	No LAX operations were observed over your area at the reported time of 3:00 a.m. based on available Federal Aviation Administration (FAA) radar flight track data. The closest aircraft observed near the reported time was a Boeing 747 which flew over your area at 2:26 a.m. at an approximate altitude of 4,500'. The airport was in Over Ocean Operations (OOO) at the reported time, however, this aircraft was cleared for a Westerly Arrival for unknown reasons. During Westerly Operations, 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 between midnight and 6:30 a.m., the FAA Air Traffic Control (ATC) transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. Some of these aircraft may fly over your area at altitudes above 8,000' as they approach the SMO VOR and continue westbound to make a U-turn over the ocean for final approach to 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. These FAA arrival procedures have been in place for over 30 years. The reported aircraft was observed in your area at an altitude consistent with the published FAA procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/23/16	7:26 PM	1/23/16	7:25 AM	Culver City	Low flying	At the reported time, a Regional Jet CRJ7 was observed flying 1 mile north of your area at an approximate altitude of 6,300'. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR (a fixed navigational point located at Santa Monica Airport), at or above 7,000'. Once they reach the Santa Monica VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This standard FAA arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/23/16	7:34 PM	1/23/16	7:33 AM	Culver City	Too frequent	At 7:31 a.m. on the reported day, a Boeing 777 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. The aircraft flew 0.7 miles north of your residence at an approximate altitude of 6,300' based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area at altitudes lower than those at the SMO VOR. This published FAA arrival procedure has been in place for over 30 years. Please note that airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/23/16	7:58 PM	1/23/16	7:52 AM	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was observed 0.7 miles north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is subject to aircraft arriving to LAX from the north which are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. Please note that airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety. *
1/23/16	10:54 PM	1/23/16	5:23 PM	Torrance	Low flying	At 5:25 p.m. on the reported day, an unknown helicopter operation was observed 1.42 miles west of your residence over the ocean at an approximate altitude of 400' based on available Federal Aviation Administration (FAA) radar flight track data. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/23/16	10:57 PM	1/23/16	5:25 PM	Torrance	Low flying	At 5:25 p.m. the reported helicopter operation was observed over Veterans Park an approximate altitude of 400' based on available Federal Aviation Administration (FAA) radar flight track data. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. 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. For aircraft safety concerns please contact the FAA's Flight Standards District Office (FSDO) at 562-420-1755 or by visiting www.faa.gov/contact and click on "Contact your local FSDO".
1/24/16	9:18 AM	1/24/16	8:15 AM	Culver City	Loud noise	At the reported time, a regional jet on arrival to LAX was observed 0.86 miles north of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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 near your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure has been in place for over 30 years. Based on available information, we do not observe any changes in flight patterns over your area as of the date you contacted us other than expected incremental increases in aircraft operations since a record low in 2009. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.
1/25/16	6:26 AM	1/25/16	6:21 AM	Culver City	Overflight	On the reported morning, the Federal Aviation Administration (FAA) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to runway closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/25/16	10:17 AM	1/25/16	10:16 AM	Los Angeles	Low flying	Your residence is located just north of the standard arrival route for aircraft landing to the south runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Sound insulation is limited to those residences within the fixed FAA-defined 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not within this eligible area.
1/25/16	11:37 AM	1/21/16	8:40 AM	Los Angeles	Low flying	Our office only addresses aircraft noise complaints. If you believe your home/property has been damaged due to airport operations, please contact the Los Angeles City Attorney's office at 213-978-8100 for information on filing a claim.
1/25/16	2:23 PM	1/25/16	2:30 PM	Inglewood	Loud noise	Your residence is located just north of the standard arrival route for aircraft landing to the north runway complex at LAX and is subject to numerous arrivals on final approach. This standard arrival procedure has been in place for many years. LAX has no jurisdiction over aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. Sound insulation is limited to those residences within the fixed FAA-defined 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation and unfortunately your residence is not eligible. For more information, please contact the City of Inglewood Residential Sound Insulation Program at (310) 412 5289.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/25/16	7:14 PM	1/25/16	1:25 AM	Culver City	Loud noise	At the reported time, a Boeing 747 was observed over your area at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to runway closures. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, aircraft arriving to LAX from the west or north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.
1/25/16	11:50 PM	1/25/16	11:48 PM	Inglewood	Overflight	At 11:47 p.m. on the reported day, a Boeing 777 departed to the east and was observed over your area at an approximate altitude of 1,600' based on available Federal Aviation Administration (FAA) radar flight track data. Whenever easterly tail winds are prevalent, heavy aircraft may request to depart east into the wind for aircraft safety. When this occurs, these aircraft may fly over your area as they make a U-turn back to the west. Airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.
1/25/16	11:55 PM	1/25/16	11:53 PM	Hawthorne	Low flying	At 11:02 p.m. on the reported day, an Airbus 380 flying in a southwesterly direction was observed 0.4 miles southeast of your residence at an approximate altitude of 2,200' based on available Federal Aviation Administration (FAA) radar flight track data. At 11:48 p.m., a Boeing 777 was observed flying in a southwesterly direction 1.2 miles southeast of your residence at an approximate altitude of 2,500'. These aircraft departed to the east to due wind conditions. Whenever easterly tail winds are prevalent, heavy aircraft may request to depart east into the wind for aircraft safety. When this occurs, aircraft will make a U-turn back to the west and may fly near your residence. Airports do not have jurisdiction over aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with a major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/26/16	12:46 AM	1/26/16	12:40 AM	Inglewood	Overflight	On the reported morning, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow to Westerly Operations between midnight and 6:30 a.m. due to runway closures. 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.
1/26/16	2:42 AM	1/26/16	1:26 AM	Redondo Beach	Too frequent	At the reported time, an Embraer 120 was observed over your area at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.
1/26/16	2:55 AM	1/26/16	1:27 AM	Torrance	Too frequent	At the reported time, an Embraer 120 was observed 0.6 miles north of your residence at an approximate altitude of 7,800' based on available Federal Aviation Administration (FAA) radar flight track data. This prop departure is consistent with published FAA procedures for LAX (SEAL BEACH FIVE) wherein prop aircraft heading eastbound fly over the Torrance/Palos Verdes Peninsula area. Most prop activity at LAX does not start so early as they are usually connecting passengers with various airports or are general aviation activity that is not scheduled. However, the reported prop aircraft is a cargo operator that does depart very early in the morning. This cargo operation seems to be a regularly scheduled departure, therefore you may continue to observe it on an ongoing basis. LAX does not have jurisdiction over operator departure schedules and there is no operations curfew at LAX. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. LAWA Noise Management is reaching out to this operator and the FAA to determine what can be done to mitigate this noise issue.

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** Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/26/16	12:43 PM	1/26/16	12:43 PM	Santa Monica	Overflight	Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly near your area at average altitudes above 7,000' as they approach the SMO VOR and continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. We are unaware of any changes in flight patterns over your area as of the date you contacted us other than expected incremental increases in aircraft operations since a record low in 2009. It is possible that you may also be observing go-around operations. A go-around is a procedure used for arrival aircraft when the pilot or the Federal Aviation Administration (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 ATC may instruct aircraft to go around and make a U-turn north over the ocean to return to the arrival pattern to attempt another landing. These aircraft may then fly near your area at average altitudes of 5,000' as they rejoin the arrival stream. This type of operation will happen from time to time. Please note that LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
1/26/16	9:24 PM	1/26/16	9:12 PM	Los Angeles	Overflight	At 9:11 p.m. on the reported day, a regional jet on arrival to LAX was observed 0.3 miles south of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north 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. This published FAA arrival procedure for LAX has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
1/26/16	10:35 PM	1/26/16	9:26 PM	Inglewood	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. For more information regarding Hawthorne Municipal Airport (HHR) operations please contact HHR at (310) 349-1635. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. *
1/27/16	2:05 AM	1/26/16	8:30 PM	Los Angeles	Low flying	At the reported time, a Bombardier CL-600 jet en route to Santa Monica Airport (SMO) was observed over the reported intersection of Pico Blvd and Westwood Blvd at an approximate altitude of 900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. For more information, please contact SMO at 310-458-8692. General Aviation (GA) aircraft operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/27/16	10:22 PM	1/27/16	10:21 PM	Culver City	Other	On the reported day, WebTrak was experiencing technical difficulties which may have resulted in the intermittent availability of "live" flight track data. This issue was resolved.
1/29/16	12:37 AM	1/28/16	11:29 PM	Los Angeles	Loud noise	No LAX operations were observed over your area between 10:00 p.m. on 1/28/2016 to 7:30 a.m. on 1/29/2016 using available Federal Aviation Administration (FAA) radar flight track data. The noise you experienced may be the result of departure and arrival operations during a deviation from Over Ocean Operations (OOO) which occurred from midnight to 6:30 a.m. on January 25th through 27th. OOO is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. As a rule, the Runway Safety Area project and ILS deactivation on north inboard runway 24L/6R through September 2016 are not expected to result in significant changes in LAX operations or noise. However, during this period of RSA construction, regular scheduled maintenance on all runways must continue and this regular maintenance does sometimes require deviation from OOO. The temporary ILS deactivation on 24L/6R prohibits aircraft from landing on the north inboard runway at night, therefore when the north outboard runway 24R/6L is closed for periodic maintenance, this means that no aircraft are able to land on the north complex at night. Consequently more aircraft would have to land on the south complex. These deviations do not occur every night, but only when 24R is closed for maintenance - usually about 3 to 4 nights per month - or due to wind and weather as determined by the FAA ATC. Certain weather/atmospheric conditions may amplify aircraft noise.
1/29/16	7:26 AM	1/29/16	7:26 AM	Manhattan Beach	Loud noise	No LAX operations were observed over your area between 10:00 p.m. on 1/28/2016 to 7:30 a.m. on 1/29/2016 using available Federal Aviation Administration (FAA) radar flight track data. The noise you experienced may be the result of departure and arrival operations during a deviation from Over Ocean Operations (OOO) which occurred from midnight to 6:30 a.m. on January 25th through 27th. OOO is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. As a rule, the Runway Safety Area project and ILS deactivation on north inboard runway 24L/6R through September 2016 are not expected to result in significant changes in LAX operations or noise. However, during this period of RSA construction, regular scheduled maintenance on all runways must continue and this regular maintenance does sometimes require deviation from OOO. The temporary ILS deactivation on 24L/6R prohibits aircraft from landing on the north inboard runway at night, therefore when the north outboard runway 24R/6L is closed for periodic maintenance, this means that no aircraft are able to land on the north complex at night. Consequently more aircraft would have to land on the south complex. These deviations do not occur every night, but only when 24R is closed for maintenance - usually about 3 to 4 nights per month - or due to wind and weather as determined by the FAA ATC. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/29/16	7:32 AM	1/29/16	2:00 AM	Manhattan Beach	Loud noise	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 January 29th, LAX was in Over Ocean Operations (OOO) from midnight to 5:50 a.m. At 5:50 a.m. the Federal Aviation Administration (FAA) Air Traffic Control transitioned LAX air traffic flow back to Westerly Operations, 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. Please note, LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
1/29/16	11:37 AM	1/29/16	11:37 AM	Culver City	Low flying	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 5:50 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
1/29/16	10:57 PM	1/29/16	10:13 PM	Culver City	Loud noise	At the reported time, a Boeing 747 was observed 0.9 miles north of your area at an approximate altitude of 6,700'. The second aircraft reported was a Boeing 737 flying 0.7 miles north of your residence at an approximate altitude of 5,300'. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the Santa Monica VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Residents in other communities were also reporting loud, rumbling noise on the reported night. Certain atmospheric/weather conditions, such as temperature inversions or cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/29/16	11:41 PM	1/29/16	11:38 PM	Culver City	Low flying	Your residence is located 1.5 miles south of the downwind leg of the FAA established standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the Federal Aviation Administration (FAA) to the Santa Monica VOR (a fixed navigational point located at Santa Monica Airport), at or above 7,000'. Once they reach the Santa Monica VOR, aircraft begin their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This standard FAA arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Residents in other communities were also reporting loud, rumbling noise on the reported night. Certain atmospheric/weather conditions, such as temperature inversions or cloud layers, may amplify aircraft noise and make it seem louder than usual.
1/30/16	12:07 AM	1/30/16	11:05 PM	Redondo Beach	Loud noise	No unusual aircraft activity was observed during the reported time period based on available Federal Aviation Administration (FAA) radar flight track data. We were unable to establish the source of the reported low rumbling noise. The reported noise 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 humidity, may amplify aircraft noise and make it seem louder than usual.
1/30/16	6:01 AM	1/29/16	11:54 PM	Culver City	Too frequent	On January 30th, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations between midnight and 6:30 a.m. due to weather and construction. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA ATC transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or humidity, may amplify aircraft noise and make it seem louder than usual.

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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/30/16	6:13 PM	1/30/16	7:28 AM	Monterey Park	Too frequent	At 7:27 a.m., a Boeing 777 LAX arrival on the extended downwind leg of the Federal Aviation Administration (FAA) arrival route was observed 0.4 miles north of your residence at an approximate altitude of 2,600' based on available 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.
1/30/16	6:16 PM	1/30/16	7:20 AM	Monterey Park	Loud noise	At the reported time, a regional jet on the extended downwind leg of the Federal Aviation Administration (FAA) arrival route for LAX was observed over your area at an approximate altitude of 2,600' based on available 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 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.
1/31/16	9:32 AM	1/31/16	8:16 AM	Los Angeles	Loud noise	On the reported morning, a Korean Airlines Airbus 388 executed a pilot-initiated go-around for unknown reasons. The aircraft was instructed to fly runway heading and maintain 2,000'. As the aircraft initiated its climb it flew parallel to Runway 24R approximately 0.5 miles south of your residence at an approximate altitude of 1,300'. A go-around is a procedure used for arrival aircraft when the pilot or the Federal Aviation Administration (FAA) Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation will happen from time to time. Please note, 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.
1/31/16	10:44 AM	1/30/16	10:06 PM	Los Angeles	Loud noise	At the reported time, a Boeing 747 flew over your area at an approximate altitude of 5,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located at the Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA ATC vectored the reported aircraft off the standard route and wanted them to descend quickly. Therefore they flew over an area that is not under the usual flight path. The FAA ATC may issue different vectors and altitudes depending on air traffic and safety. 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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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/31/16	11:35 AM	1/31/16	6:13 AM	Culver City	Loud noise	At the reported time, an Airbus 380 flew over your residence at an approximate altitude of 6,600' following the downwind leg of the standard arrival route. On the reported morning, between 6:10 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. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the VOR, aircraft may fly east over a wide area before making a U-turn at the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' and proceed westbound over the ocean where they make a U turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for many years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety.
1/31/16	4:44 PM	1/30/15	10:30 PM	Santa Monica	Overflight	Your residence is located approximately 1 mile north of the standard arrival route for aircraft arriving to LAX from the north and west which are vectored by the Federal Aviation Administration (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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard FAA arrival procedure for LAX has been in place for over 30 years. Based on Federal Aviation Administration (FAA) radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA ATC may issue different vector/altitude instructions depending on air traffic and weather, that may result in aircraft flying off the standard route. 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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Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/31/16	7:16 PM	1/31/16	5:35 AM	Culver City	Loud noise	At the reported time, a Boeing 737 was observed flying westbound 0.5 miles south of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, LAX was in Over Ocean Operations (OOO), which is a noise abatement operational procedure implemented by the FAA Air Traffic Control (ATC) when weather conditions allow and navigation equipment are within acceptable range. During OOO, aircraft arriving to LAX from the east may fly over your area at average altitudes above 8,000' as they approach the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), heading west to make a U-turn over the ocean for final approach. 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. 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.
1/31/16	8:44 PM	1/31/16	8:24 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 and flew 0.6 miles north of your residence at an approximate altitude of 7,100'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point, located at the Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The 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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