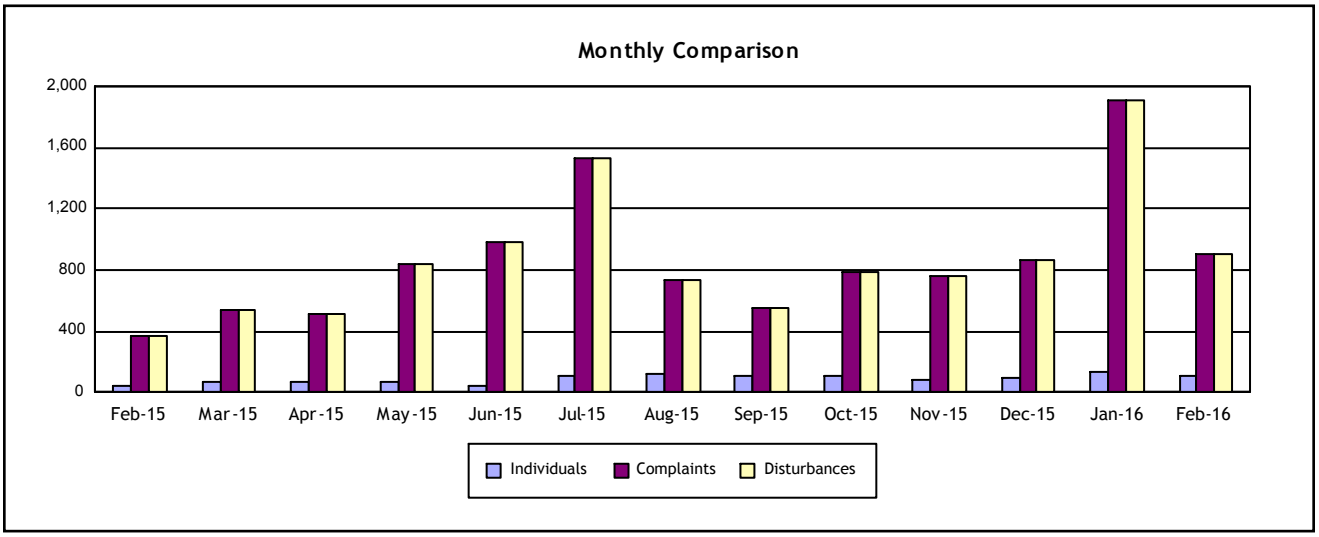
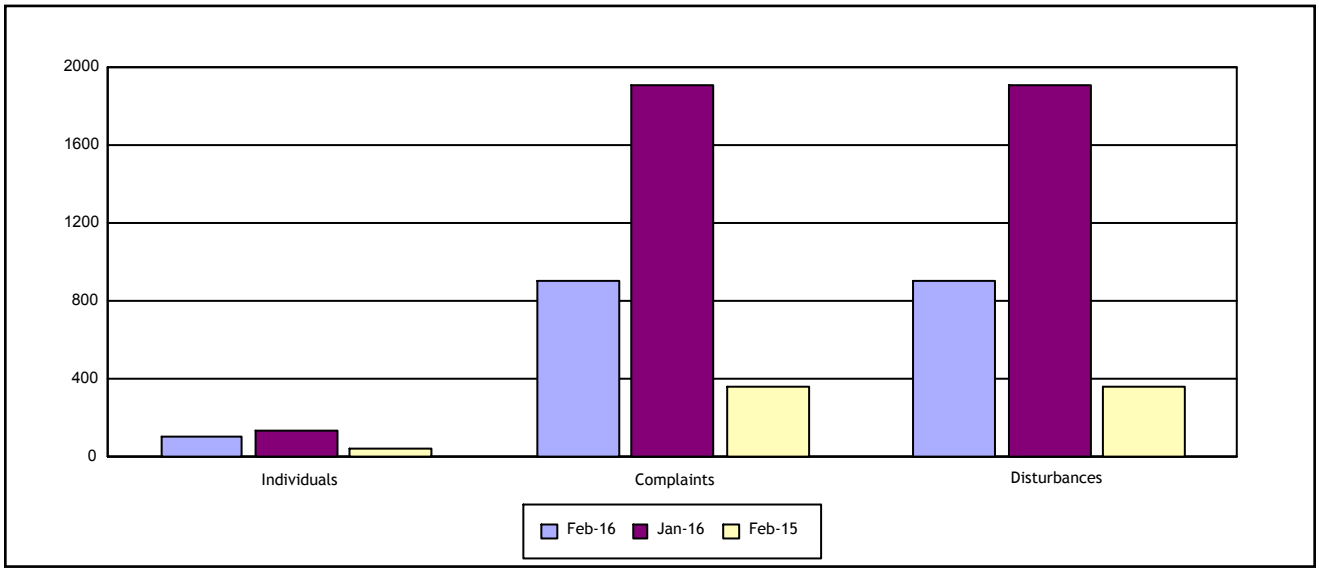
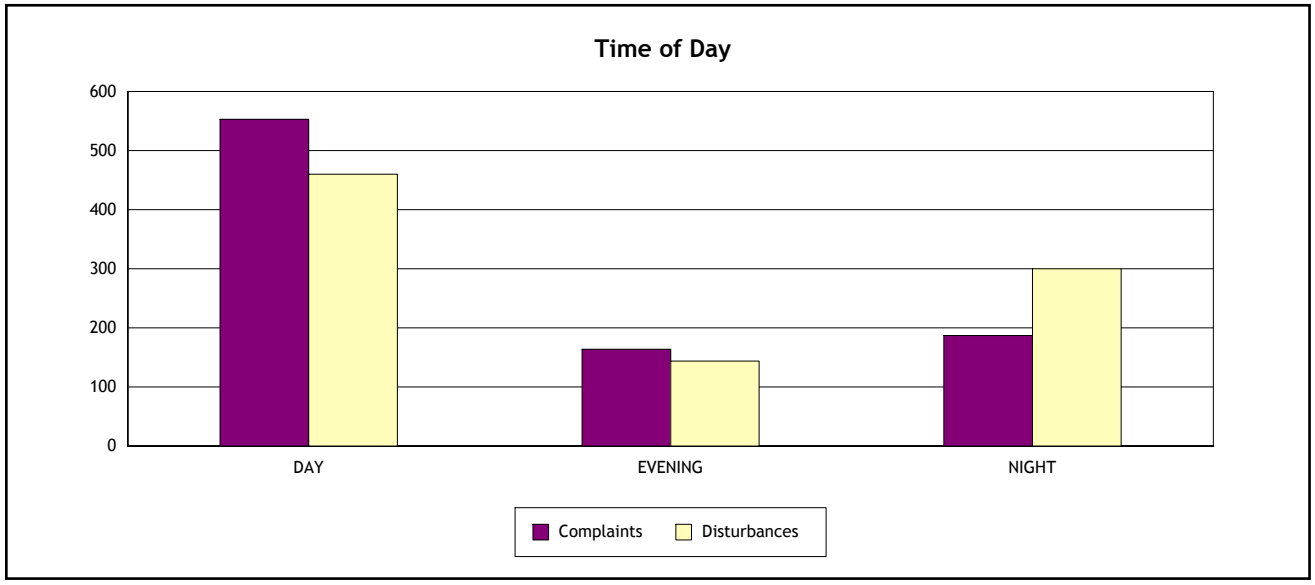
Individuals Submitting Noise Complaints	**103**
Noise Complaints Received	**904**
Noise Disturbances Reported	**904**

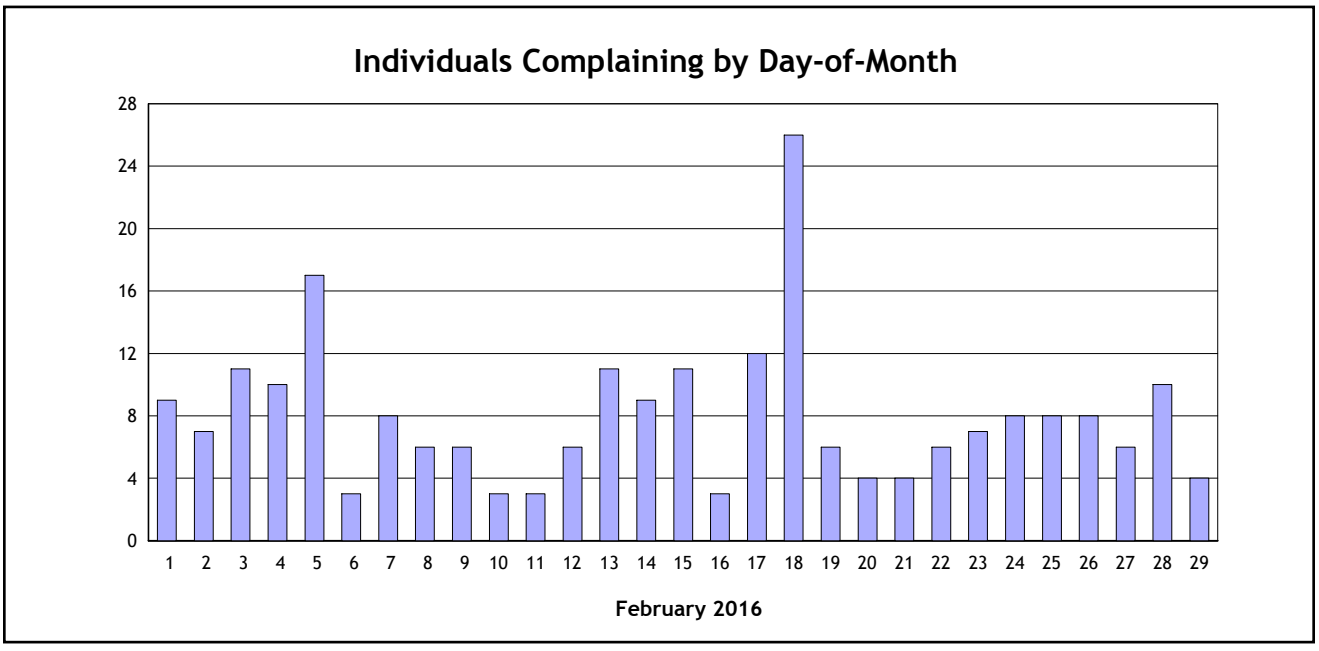


	February 2016	January 2016	% Change	February 2015	% Change
Individuals	103	132	-22%	44	134%
Complaints	904	1,907	-53%	363	149%
Disturbances	904	1,907	-53%	363	149%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	553	164	187
Disturbances	460	144	300





LAX
Los Angeles World Airports

Aircraft Noise Community Response Report

Complaint Distribution by City and Complainant

Los Angeles International Airport

Period:February 2016

City	Individuals	Complaints	Percentage of Complaints**
Calabasas	1	32	4%
Carson	1	1	< 1%
Compton	1	1	< 1%
Culver City	24	522	58%
El Segundo	4	5	< 1%
Gardena	1	1	< 1%
Hermosa Beach	1	1	< 1%
Inglewood	5	6	< 1%
La Habra Heights	1	7	< 1%
Lakewood	1	44	5%
Long Beach	1	4	< 1%
Los Angeles	25	99	11%
Manhattan Beach	2	2	< 1%
Palos Verdes Estates	1	1	< 1%
Palos Verdes Peninsula	1	1	< 1%
Redondo Beach	16	23	3%
Santa Cruz	1	26	3%
Santa Monica	1	1	< 1%
Torrance	11	12	1%
Unknown	4	4	< 1%
Anonymous	NA	111	12%
TOTAL	**103**	**904**	

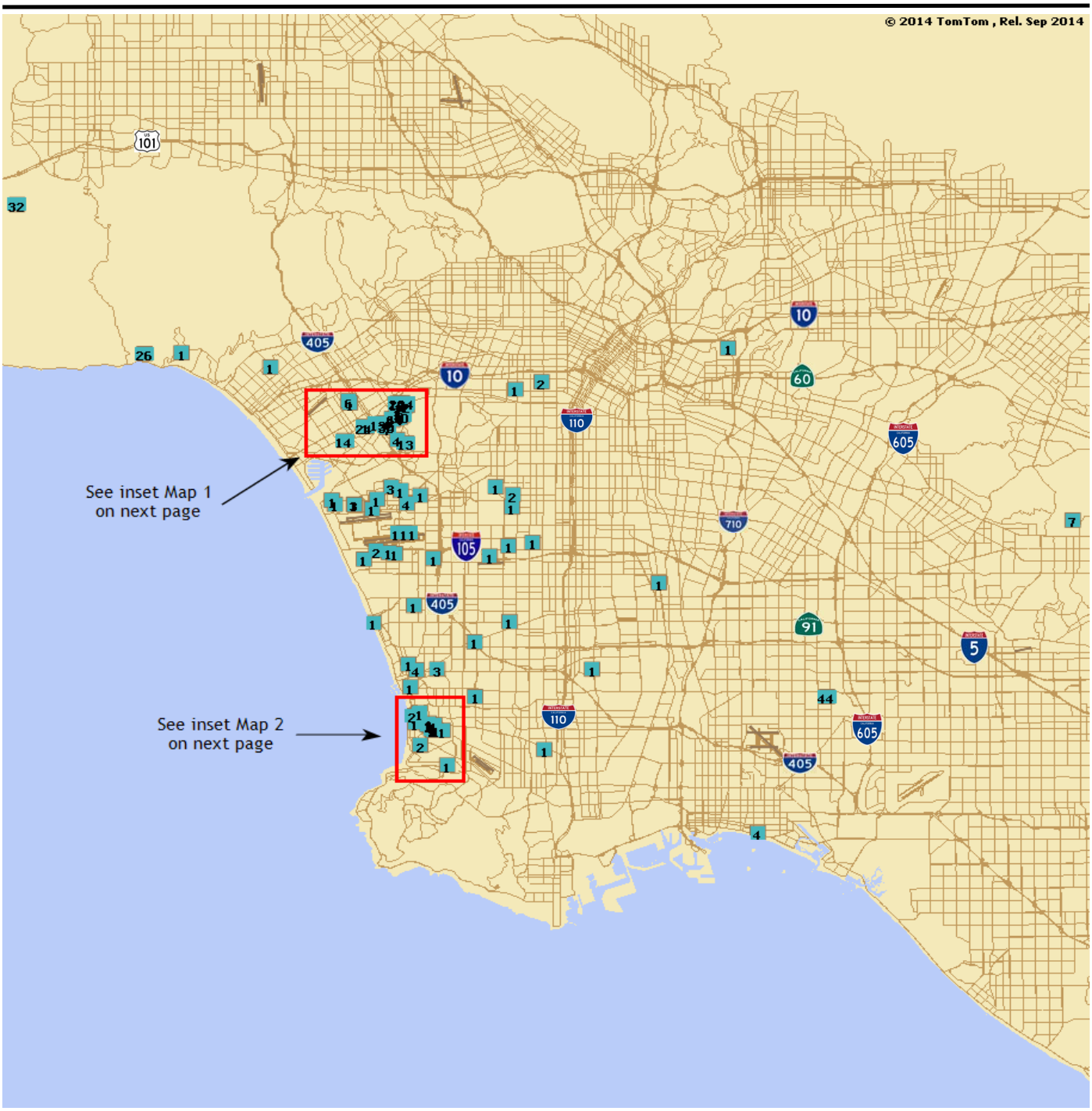
Individuals	Complaints	Percentage of Complaints**
*One Individual (Culver City)	224	25%
*One Individual (Culver City)	135	15%
*One Individual (Anonymous)	111	12%
*One Individual (Culver City)	64	7%
*One Individual (Lakewood)	44	5%
*One Individual (Calabasas)	32	4%
*One Individual (Culver City)	30	3%
*One Individual (Los Angeles)	26	3%
*One Individual (Santa Cruz)	26	3%
*One Individual (Los Angeles)	24	3%
*One Individual (Los Angeles)	14	2%
*One Individual (Culver City)	13	1%
*One Individual (Culver City)	10	1%
*One Individual (Culver City)	10	1%
*One Individual (Culver City)	7	1%
*One Individual (La Habra Heights)	7	1%
*One Individual (Culver City)	6	1%
*One Individual (Los Angeles)	6	1%
Individuals Reporting 2 To 5 Complaints	45	5%
Individuals Reporting One Complaint	70	8%
TOTAL **Individuals : 103**	**904**	0 10 20 30 40 50 60 70 80 90 100

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

Complaint Distribution Map

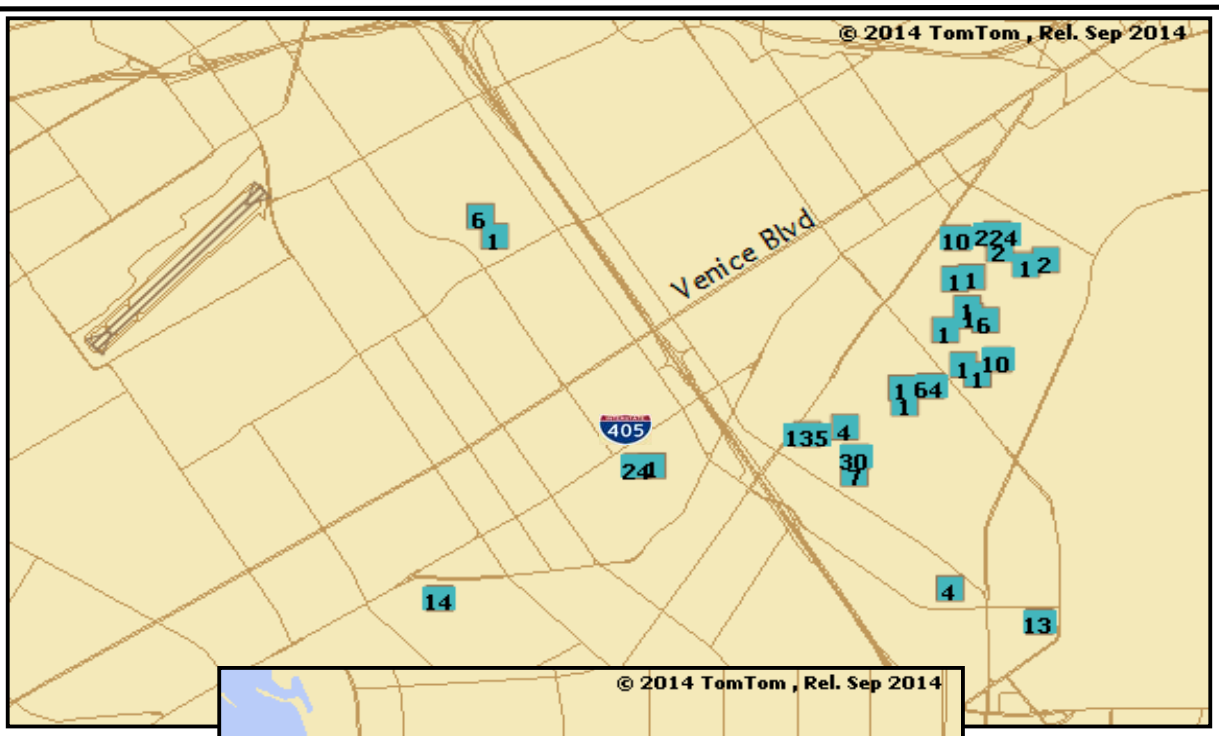
Los Angeles International Airport

Period: February 2016

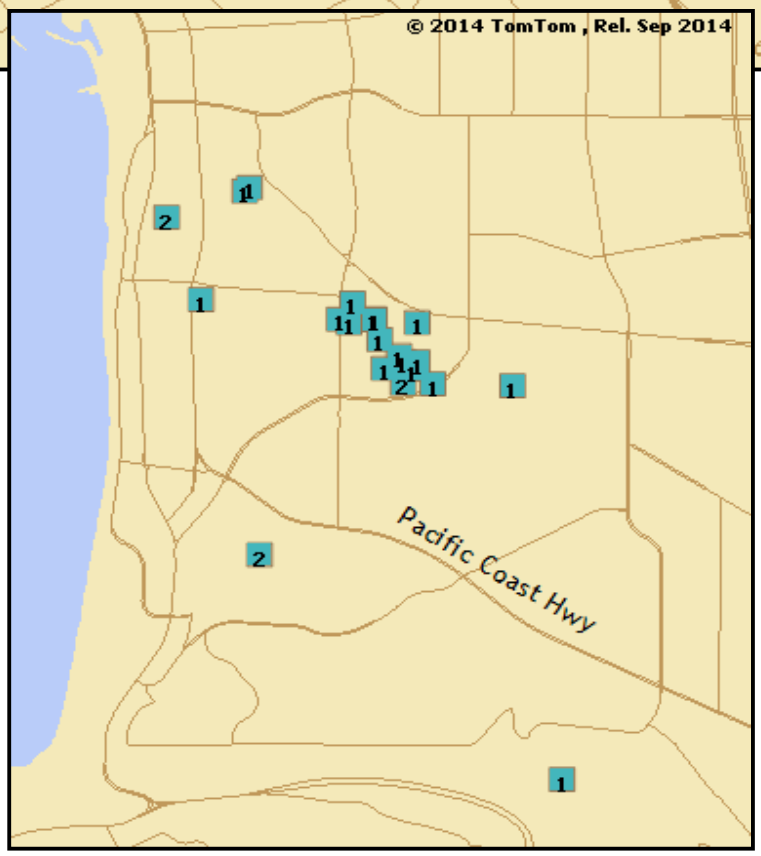


*Box indicates the location of complainant and the number within the box indicates number of complaints submitted

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



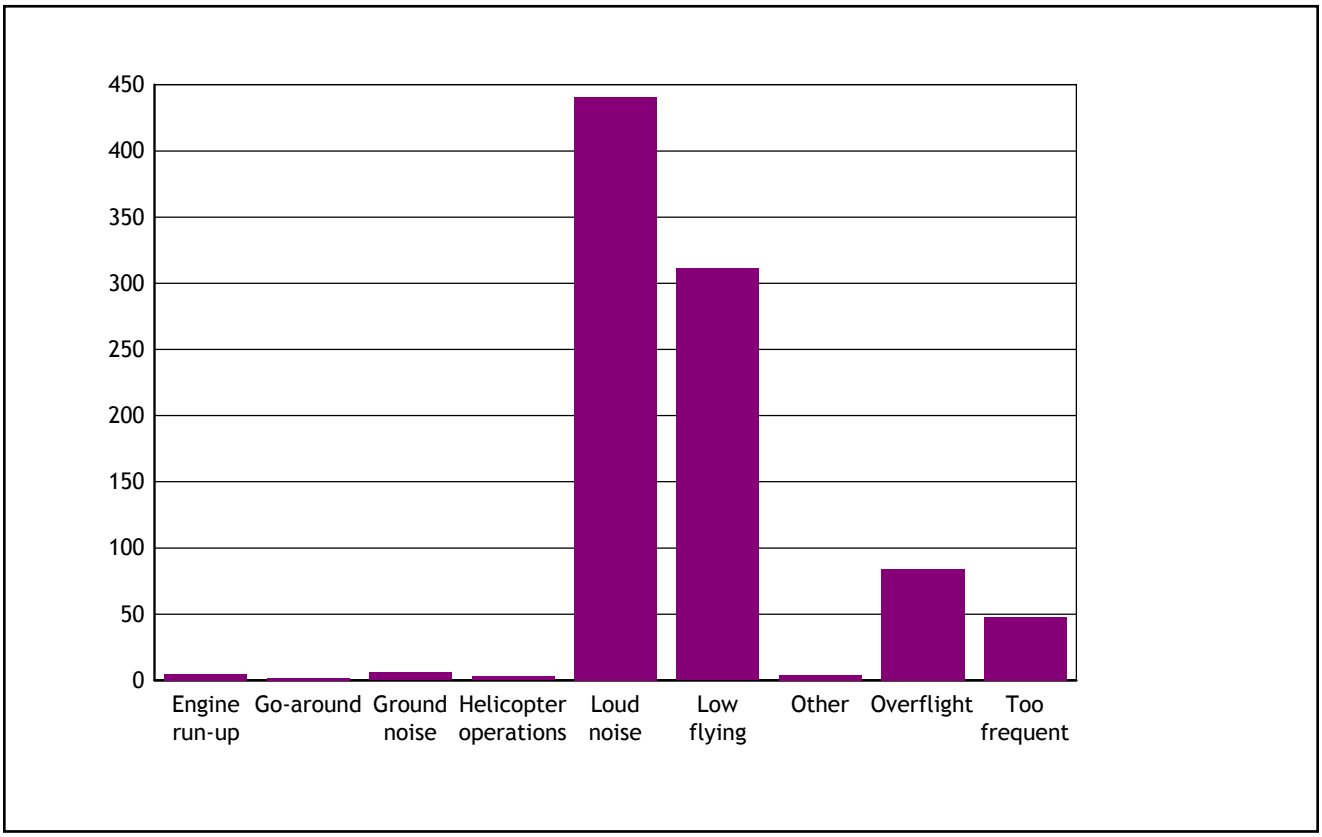
Map 1



Map 2

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

*Type of Disturbance**	*Number of Complaints*
Engine run-up	5
Go-around	2
Ground noise	6
Helicopter operations	3
Loud noise	441
Low flying	311
Other	4
Overflight	84
Too frequent	48
TOTAL	**904**



Note: * As reported by complainant.

Date	Time	Operator/ Flight No.	Aircraft Type	Runway	Operation Detail	Complaint Count
02/25/2016	8:12:05	AAR202	A388	24R	Unusual Arrival route/procedure	3

Note

AAR ASIANA AIRLINES

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

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
2/1/2016	00:00:00	06:29:59	06:29:59	West Flow	Winds
2/2/2016	00:00:00	02:19:59	02:19:59	West Flow	Winds
2/3/2016	06:05:00	06:29:59	00:24:59	West Flow	Runway 24L RSA Project and Airport Restrictions
2/4/2016	06:00:00	06:29:59	00:29:59	West Flow	Airport Design Group V/VI Arrival
2/5/2016	05:49:00	06:29:59	00:40:59	West Flow	SoCal TRACON Decision and Airport Design Group V/VI Arrival
2/6/2016	00:00:00	00:01:59	00:01:59	West Flow	Over Ocean Operations Transition
2/6/2016	05:49:00	06:29:59	00:40:59	West Flow	SoCal TRACON Decision and Airport Design Group V/VI
2/7/2016	05:58:00	06:29:59	00:31:59	West Flow	Aircraft Restrictions
2/8/2016	05:50:00	06:29:59	00:39:59	West Flow	RSA Project and Airport Restrictions
2/9/2016	04:40:00	06:29:59	01:49:59	West Flow	SoCal TRACON Decision
2/10/2016	00:00:00	00:02:59	00:02:59	West Flow	Over Ocean Operations Transition
2/10/2016	02:12:00	06:29:59	04:17:59	West Flow	SoCal TRACON Decision
2/11/2016	06:02:00	06:29:59	00:27:59	West Flow	Airport Design Group V/VI
2/12/2016	00:00:00	00:03:59	00:03:59	West Flow	SoCal TRACON Decision
2/13/2016	00:00:00	06:29:59	06:29:59	West Flow	Weather
2/14/2016	00:00:00	06:29:59	06:29:59	West Flow	Fog
2/15/2016	05:58:00	06:29:59	00:31:59	West Flow	Aircraft Restrictions
2/16/2016	00:00:00	06:29:59	06:29:59	West Flow	Fog
2/17/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
2/18/2016	00:00:00	05:24:59	05:24:59	East Flow	Wind
2/18/2016	05:25:00	06:29:59	01:04:59	West Flow	Wind
2/19/2016	00:00:00	00:05:59	00:05:59	West Flow	SoCal TRACON Decision
2/19/2016	05:45:00	06:29:59	00:44:59	West Flow	SoCal TRACON Decision
2/20/2016	06:17:00	06:29:59	00:12:59	West Flow	SoCal TRACON Request and Airport Design Group VI

Date	Start Time	End Time	Duration (hours:mins:secs)	Flow	Reason
2/21/2016	00:00:00	00:11:59	00:11:59	West Flow	SoCal TRACON Decision
2/21/2016	05:46:00	06:29:59	00:43:59	West Flow	SoCal TRACON Decision and Airport Design Group VI
2/22/2016	00:00:00	00:16:59	00:16:59	West Flow	SoCal TRACON Decision
2/22/2016	04:34:00	06:29:59	01:55:59	West Flow	Weather
2/23/2016	05:49:00	06:29:59	00:40:59	West Flow	SoCal TRACON Decision
2/24/2016	05:56:00	06:29:59	00:33:59	West Flow	Airport Design Group VI
2/25/2016	06:12:00	06:29:59	00:17:59	West Flow	SoCal TRACON Decision
2/26/2016	00:00:00	06:29:59	06:29:59	West Flow	Runway Closure
2/27/2016	00:00:00	00:02:59	00:02:59	West Flow	Over Ocean Operations Transition
2/27/2016	05:53:00	06:29:59	00:36:59	West Flow	SoCal TRACON Decision
2/28/2016	04:31:00	06:29:59	01:58:59	West Flow	Visibility
2/29/2016	03:01:00	06:29:59	03:28:59	West Flow	Fog and Runway Visual Range

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/1/16	8:32 am	2/1/15	8:31 am	Santa Cruz	Loud noise	The reported aircraft arrived at LAX at 9:32 a.m. on the reported day following published Federal Aviation Administration (FAA) arrival procedures for LAX. This aircraft flew near the Santa Cruz area at an approximate altitude of 33,000' at approximately 8:31 a.m. Please note that LAX has no jurisdiction over aircraft in flight. These aircraft are flying on Federal airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
2/1/16	8:46 am	2/1/16	4:00 am	Culver City	Loud noise	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west 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. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.

Note : Investigation currently limited to one report of disturbance per complaint, and a maximum of five complaints per individual per month.
* Complaints exceeding monthly limit and/or anonymous complaints are not investigated and are not shown.
** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/1/16	9:00 am	2/1/15	9:00 am	Santa Cruz	Loud noise	The reported Delta Airlines Boeing 777 arrived at LAX at 10:00 a.m. on the reported day following published Federal Aviation Administration (FAA) arrival procedures for LAX. This aircraft flew near the Santa Cruz area at an approximate altitude of 37,000' at approximately 9:00 a.m. Please note that LAX has no jurisdiction over aircraft in flight. These aircraft are flying on Federal airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
2/1/16	3:24 pm	2/1/15	3:24 pm	Santa Cruz	Loud noise	On the reported day at 2:24 p.m., a Singapore Airlines Airbus 380 departed LAX following published Federal Aviation Administration (FAA) departure procedures for LAX. We are unable to confirm the altitude and location of the aircraft at the reported time over your area. Please note LAX has no jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. Aircraft flight paths, especially those created for longer distances, usually follow Great Circle routes, which are usually the shortest distance on a sphere. Flights do not usually follow the route you would define using a flat, 2D map. Therefore, it may seem that aircraft can just fly directly west, but since the earth is spherical, the shortest route is usually a great circle route that may take them in a different direction. Please visit http://www.greatcirclemapper.net to see a sample great circle route (not the actual established route) from one city to another across the Pacific. LAX has no jurisdiction over aircraft in flight. Airports do not determine flight paths or flight procedures for aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/1/16	5:30 pm	2/1/16	5:25 am	Culver City	Low flying	At the reported time, a Boeing 737 was observed 0.5 miles north of your residence at an approximate altitude of 6,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west and north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located approximately 3.5 miles west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. 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. Certain atmospheric/weather conditions, such as temperature inversions, wind or fog, may amplify aircraft noise and make it seem louder than usual.
2/1/16	5:37 pm	2/1/16	5:33 am	Culver City	Low flying	At 5:35 p.m. on the reported day, an Airbus 320 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the west and north 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. At 5:31 p.m., when the aircraft was approximately 2.4 miles west of the SMO VOR, the FAA ATC instructed the pilot to descend and maintain 3,000'. The FAA ATC may issue altitude and heading instructions as their discretion to accommodate air traffic flow or for 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.

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/1/16	5:50 pm	2/1/16	6:13 am	Culver City	Loud noise	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west 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. Once they reach the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. During OOO aircraft usually fly over your area at altitudes above 8,000'. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with a major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/1/16	9:01 pm	2/1/16	1:26 am	Culver City	Low flying	At the reported time of 1:26 a.m., a Boeing 747 was observed 1 mile north of your residence at an approximate altitude of 6,000' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported day, the FAA Air Traffic Control (ATC) deviated from nighttime Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to wind conditions. During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the west 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. 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.
2/2/16	5:55 pm	2/2/16	4:29 pm	Los Angeles	Overflight	At the reported time, a Boeing 747 was observed 0.5 miles south of your residence at an approximate altitude of 8,600' based on available Federal Aviation Administration (FAA) radar flight track data. At approximately 4:26 p.m., as the aircraft was flying south towards the SADDE waypoint, the FAA Air Traffic Control (ATC) instructed the pilot to turn left and fly direct to Santa Monica VOR to align the aircraft for runway 25L via the Track Cross Over approach. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.

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

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

** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/2/16	6:40 pm	2/2/16	5:37 pm	Los Angeles	Too frequent	At 5:36 p.m. on the reported day, a Boeing 777 was observed 0.4 miles south of your residence at an approximate altitude of 7,300' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach 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 standard published FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety.
2/2/16	8:31 pm	2/2/16	7:21 pm	Los Angeles	Overflight	At the reported time, a Boeing 747 was observed 0.26 miles south of your residence at an approximate altitude of 5,100' 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, usually at an altitude at or above 2,500' MSL, for final approach. This published FAA arrival procedure for LAX has been in place for 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 activity with the major emphasis on safety.
2/2/16	9:38 pm	2/2/16	9:28 pm	Los Angeles	Overflight	At the reported time, a Boeing 777 was observed 0.2 miles north of your residence at an approximate altitude of 3,500' 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 over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway, usually at an altitude at or above 2,500' MSL, for final approach. This published FAA arrival procedure for LAX has been in place for 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 activity with the major emphasis on safety.
2/3/16	6:59 am	2/3/16	5:00 am	Unknown	Overflight	Insufficient information, unable to investigate.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/3/16	8:54 am	2/2/16	9:11 pm	La Habra Heights	Loud noise	At the reported time of 9:11 p.m., a Boeing 737 was observed 2.2 miles north of your residence at an approximate altitude of 7,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following published westerly arrival procedures for LAX. On the morning of February 3rd, between 6:05 and 6:30 a.m., the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to Runway Safety Area (RSA) improvement project and unspecified airport restrictions per FAA. 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. LAX arrivals during OOO may fly near your area at average altitudes above 10,000'. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar. 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.
2/3/16	9:00 am	2/3/16	9:00 am	Los Angeles	Low flying	The reported aircraft, a Korean Airlines Airbus 380 was observed following the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. This aircraft was observed 1.1 miles north of your residence at an approximate altitude of 6,700' based on available FAA radar flight track data. Category VI aircraft, such as the Airbus 380, may appear to be flying lower due to the size of the aircraft. No unusual aircraft activity was observed over your area. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent 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.
2/3/16	9:57 am	2/3/16	9:56 am	Los Angeles	Loud noise	The reported aircraft, a Japan Airlines Boeing 787 was observed following the downwind leg of the Federal Aviation Administration (FAA) established standard arrival route to LAX. This aircraft flew 1.2 miles north of your residence at an approximate altitude of 6,900' based on available FAA radar flight track data. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/3/16	10:31 am	2/2/16	10:31 pm	Los Angeles	Loud noise	The reported Learjet 31 LAX departure was observed 0.6 miles west of your residence en route to Van Nuys Airport (VNY) at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) may fly at their discretion following FAA regulations. GA aircraft are assigned routes and flight level altitudes that do not interfere with commercial airliners in order to maintain efficient air traffic flow. Aerial routes are not assigned by preference. The flight plan, final destination and airspace availability are factored in by the FAA ATC to issue a clearance that ensures safety in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
2/4/16	1:52 am	2/3/16	12:40 am	Culver City	Low flying	At the reported time of 12:44 a.m., a Boeing 747 was observed over your area at an approximate altitude of 8,200' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following published FAA arrival procedures for LAX during Over Ocean Operations (OOO). On the reported morning, while LAX air traffic flow was in OOO, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) issued lower altitude instructions for several aircraft for unknown reasons. These aircraft were observed flying over your area at altitudes lower than is usually the case for arrivals to LAX from the east during OOO. On the reported day, the FAA deviated from OOO between 6:05 a.m. and 6:30 a.m. and transitioned LAX air traffic flow to Westerly Operations due to Runway Safety Area (RSA) improvements and unspecified airport restrictions per FAA. 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/4/16	9:22 am	2/4/16	9:22 am	Los Angeles	Loud noise	At the reported time, a China Airlines Boeing 747 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route for LAX. This aircraft flew 1.2 miles north of your area 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 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. 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.
2/4/16	9:26 am	2/4/16	9:25 am	Los Angeles	Loud noise	At the reported time, All Nippon Airways Boeing 777 was observed 0.8 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight tracking 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 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 activity with the major emphasis on safety.
2/4/16	1:36 pm	2/4/16	8:30 am	Los Angeles	Too frequent	Your residence is located under the downwind leg of the published Federal Aviation Administration (FAA) standard arrival route to LAX. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U turn at or past the 110 freeway for final approach and some may fly over your residence. This standard FAA arrival procedure for LAX has been in place for many years and there is a wide spread as to where aircraft fly when following this procedure. The proposed FAA Southern California (SoCal) Metroplex project, when implemented in 2016/2017, will result in changes as to where and how aircraft fly and may affect your area. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. Please note, airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/4/16	11:31 pm	2/4/16	10:28 pm	Culver City	Low flying	At 10:27 p.m. on the reported day, a Boeing 757 was observed 0.23 miles north of your residence at an approximate altitude of 5,700' based on available Federal Aviation Administration (FAA) radar flight track data. At 11:28 p.m., an Airbus 320 was observed 0.46 miles north of your residence at an approximate altitude of 6,000'. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area. This published FAA arrival procedure for LAX has been in place for over 30 years. These aircraft were observed over your area at an altitude consistent with this procedure. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
2/5/16	6:35 am	2/5/16	12:34 am	Torrance	Too frequent	At the reported time, an Embraer 120 turbo propeller aircraft 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 was consistent with published FAA departure procedures for LAX (SEAL BEACH SIX) 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.
2/5/16	8:34 am	2/5/16	6:15 am	Torrance	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. A Pilatus propeller aircraft departed from Hawthorne Municipal Airport (HHR) and was observed 1.2 miles northeast of your residence at an approximate altitude of 6,000'. This aircraft was not associated with LAX operations. Please contact HHR at (310) 349-1635 for more information regarding this operation. General Aviation 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 activity. This includes altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/5/16	8:42 am	2/2/16	8:39 am	Culver City	Low flying	At 8:40 a.m. on the reported day, an Embraer 170 on arrival to LAX was observed 0.7 miles north 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 north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. After reaching the SMO VOR, aircraft may fly over your area as they continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. This standard arrival procedure has been in place for over 30 years. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.
2/5/16	9:57 am	2/3/16	12:50 pm	Los Angeles	Loud noise	The reported aircraft, a Gulf Stream G350 departed from Santa Monica Airport (SMO) en route to LAX and was observed 1.6 miles southeast of your residence at an approximate altitude of 5,000' based on available Federal Aviation Administration (FAA) radar flight track data. General Aviation 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. This includes altitudes and direction of flight with the major emphasis on safety.
2/5/16	10:00 am	2/3/16	5:30 am	Los Angeles	Low flying	At the reported time, a McDonald-Douglass MD11 following the Over Ocean Operations (OOO) arrival procedure for LAX was observed 2 miles south of your residence at an approximate altitude of 4,700' based on available Federal Aviation Administration (FAA) radar flight track data. 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. The reported aircraft was observed crossing the SMO VOR at approximately 6,200' 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 activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/5/16	10:02 am	2/3/16	6:06 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed 1.8 miles south of your residence at an approximate altitude of 8,700' based on available Federal Aviation Administration (FAA) radar flight track data. No unusual aircraft activity was observed at 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'. Some of these aircraft may fly near your area 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. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed over your area at an altitude consistent with this procedure. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. *
2/5/16	6:20 pm	2/5/16	2:06 pm	Los Angeles	Too frequent	At the reported time, an Embraer 120 on arrival to LAX was observed 0.3 miles south of your area at an approximate altitude of 6,900' based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 0.5 miles north of the downwind leg of the published FAA standard arrival route for aircraft arriving to LAX from the north and west. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area as they descend below 7,000'. The FAA Air Traffic Control may issue different vectors depending on traffic and safety. The frequency (spacing) between one aircraft and another is based on FAA separation standards to avoid wake turbulence. 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. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/5/16	9:23 pm	2/5/16	8:23 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed 0.4 miles south 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 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 to LAX. This published FAA arrival procedure for LAX has been in place for over 30 years. The reported aircraft was observed over your area at an altitude consistent with this FAA arrival procedure for LAX. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.
2/6/16	11:45 am	2/5/16	6:22 am	Long Beach	Too frequent	At the reported time, an Airbus 320 departure from LAX was observed 2.4 miles northwest of your residence at an approximate altitude of 15,500' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep eastbound jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The 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. 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 or 2017. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/6/16	11:53 am	2/5/16	6:33 am	Long Beach	Loud noise	At the reported time, a UPS Boeing 767 departure from LAX was observed 2.7 miles northwest of your residence at an approximate altitude of 18,900' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep eastbound jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
2/6/16	11:54 am	2/5/16	6:24 am	Long Beach	Too frequent	At the reported time, a Boeing 737 was observed 1.7 miles south of your residence at an approximate altitude of 19,200' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This published FAA departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.
2/6/16	11:55 am	2/5/16	6:35 am	Long Beach	Overflight	At the reported time, a Boeing 737 was observed over you area at an approximate altitude of 18,200' based on available Federal Aviation Administration (FAA) radar flight track data. Standard FAA departure procedures for LAX keep jet aircraft offshore until leaving 13,000' at which time the FAA Air Traffic Control (ATC) may issue direct headings that may result in jets flying over the southern area of the Palos Verdes Peninsula. These aircraft may fly over your area in Long Beach at average altitudes of 16,000' based on available FAA radar flight track data. This departure procedure for LAX has been in place for many years. Please note that airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions or low cloud layers, may amplify aircraft noise and make it seem louder than usual.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/7/16	1:14 am	2/7/16	12:27 am	Culver City	Low flying	At the reported time, there were no LAX operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 12:35 a.m., a Boeing 737 on arrival to LAX was observed over your area at an approximate altitude of 8,100' following standard Over Ocean Operation (OOO) arrival procedures for LAX. During OOO, 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 proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. As your residence is located approximately 3 miles southeast of the SMO VOR, aircraft arriving to LAX from the east during OOO usually fly over your area at altitudes above 8,000'. 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.
2/7/16	6:19 am	2/2/16	6:08 am	Culver City	Low flying	On the reported day, 02/02/16, there were no Virgin Australia aircraft observed over your area at/or near the reported time. However, on the day you contacted us, 02/07/16 at 6:01 a.m. a Virgin Australia Boeing 777 was observed 0.4 miles north of your residence at an approximate altitude of 6,400' based on available Federal Aviation Administration (FAA) radar flight track data. On 02/07/16 the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) from 5:58 a.m. to 6:30 a.m. and transitioned LAX air traffic flow to westerly operations due to aircraft restrictions, per the FAA. During westerly operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the FAA to 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 ATC transitions LAX air traffic flow to OOO. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/7/16	6:44 am	2/2/16	6:40 am	Culver City	Low flying	On the reported day, 02/02/16, there were no Cargolux Airlines aircraft observed over your area at/or near the reported time. However, on the day you contacted us, 02/07/16 at 6:38 a.m. a Cargolux Boeing 747 was observed 0.5 miles north of your residence at an approximate altitude of 5,800' based on available Federal Aviation Administration (FAA) radar flight track data. 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. 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.
2/7/16	8:20 am	2/7/16	8:16 am	Culver City	Low flying	At the reported time, an Airbus 380 was observed on arrival to LAX following the downwind leg of the published Federal Aviation Administration (FAA) established standard arrival route. The aircraft flew 1.4 miles north of your residence at an approximate altitude of 6,600' based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft continue their descent heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. No unusual aircraft activity was observed using available FAA flight track radar data. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
2/7/16	11:28 am	2/7/16	10:22 am	Los Angeles	Loud noise	During Westerly Operations, usually in effect between 6:30 a.m. and midnight, aircraft arriving to LAX from the north and west are vectored by the Federal Aviation Administration (FAA) to fly to the Santa Monica VOR, a fixed navigational point located southeast of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Some of these aircraft may fly over your area at altitudes above 7,000' as they are descending towards the SMO VOR. After they reach the SMO VOR, aircraft continue east to make a U-turn at or past the 110 freeway for final approach. This published FAA arrival procedure for LAX has been in place for many years. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. Los Angeles World Airports (LAWA) is currently conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/8/16	9:05 am	2/8/16	6:13 am	Torrance	Too frequent	At the reported time a single engine turbo propeller (PC12) Pilatus aircraft departed from Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. This aircraft has to reach a minimum altitude higher than 5,000' before it can cross over LAX airspace in order to avoid a close encounter with much larger aircraft departing from LAX, hence the loop observed over your area. As the aircraft was gaining the required altitude, it flew 0.8 miles south of your residence at an approximate altitude of 5,100'. There is not enough airspace to gain that altitude if the plane had departed straight out of HHR. Please contact HHR at (310) 349-1635 for more information. Certain weather/atmospheric conditions may amplify aircraft noise.
2/8/16	9:18 am	2/8/16	7:15 am	Torrance	Low flying	At the reported time, there was an unknown General Aviation (GA) aircraft observed 1 mile west of your residence at an approximate altitude of 600' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was not associated with LAX operations. Most GA aircraft, including small planes and helicopter, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft operating under VFR may fly at their discretion following FAA regulations. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety. 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".
2/8/16	11:56 am	2/8/16	11:39 am	Culver City	Low flying	At the reported time, an Airbus 330 was observed 0.5 miles north of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. During Westerly Operations, usually in effect daily from 6:30 a.m. to midnight, 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 they reach the SMO VOR, aircraft may fly over your area as they continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. 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 activity. This includes altitude and direction of flight with the major emphasis on safety. Based on available information, we are unaware of any changes in flight patterns other than incremental increases in aircraft operations since a record low in 2009. We will be monitoring the data to determine what changes, if any, may have occurred. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/8/16	10:11 pm	2/3/16	12:57 pm	Calabasas	Loud noise	At the reported time, a Boeing 787 LAX departure was observed 0.5 miles east of your residence at an approximate altitude of 9,800'. The aircraft flew on the Federal Aviation Administration (FAA)-established standard aerial route via Gorman en route to Shanghai. No unusual activity was observed using available FAA flight track radar data. 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.
2/8/16	10:15 pm	2/3/16	12:50 pm	Calabasas	Loud noise	At the reported time, a Boeing 777 departed LAX en route to Shanghai following a Federal Aviation Administration (FAA)-established standard airway. The aircraft was observed 0.5 miles east of your residence at an approximate altitude of 13,300' based on available FAA radar flight track data. The FAA assigns different altitudes within the standard aerial route to prevent wake turbulence for flight in trail. No unusual activity was observed using available FAA flight track radar data. 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.
2/8/16	10:19 pm	2/3/16	1:02 pm	Calabasas	Loud noise	At the reported time, a Canadair Regional Jet CRJ9 that departed from LAX was observed 1.5 miles southeast of your residence at an approximate altitude of 9,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft flew on an FAA-established standard airway en route to Sacramento. No unusual activity was observed using available FAA flight track radar data. 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.
2/8/16	10:20 pm	2/3/16	1:09 pm	Calabasas	Loud noise	No unusual aircraft activity was observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. An Embraer E170 that departed from LAX was observed 0.3 miles east of your residence at an approximate altitude of 10,200'. FAA-established airways may be up to 4 miles wide to allow for lateral separation between aircraft in flight. Flight levels along the airway are assigned different altitudes to prevent wake turbulence for the aircraft in trail. 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. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/8/16	10:21 pm	2/3/16	1:15 pm	Calabasas	Loud noise	At the reported time, a Boeing 737 LAX departure was observed 0.5 miles east of your residence at an approximate altitude of 12,100' based on available Federal Aviation Administration (FAA) radar flight track data. The aircraft followed an FAA-established standard aerial route to Portland. No unusual activity observed using available FAA flight track radar data. 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. *
2/9/16	3:30 am	2/9/16	3:20 am	Inglewood	Other	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.
2/9/16	9:00 am	2/9/15	8:59 am	Santa Cruz	Loud noise	The reported Japan Airlines Boeing 777 arrived at LAX at 9:33 a.m. on the reported day following published Federal Aviation Administration (FAA) arrival procedures for LAX. This aircraft flew over the Santa Cruz area at an approximate altitude of 37,000' based on available information. Please note that LAX has no jurisdiction over aircraft in flight. These aircraft are flying on Federal airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety.
2/10/16	10:09 am	2/9/16	5:29 am	Manhattan Beach	Loud noise	At the reported time, an Airbus 320 was observed 0.43 miles northwest of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around because it was coming in too high on its final approach. 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 altitude and direction of flight with the major emphasis on safety.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/10/16	12:22 pm	2/10/16	2:58 am	Culver City	Low flying	At the reported time, a Boeing 767 was observed 0.4 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 between 2:12 a.m. and 6:30 a.m. 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. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO, aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR at or above 8,000' and proceed westbound over the ocean where they make a U-turn to land at LAX heading eastbound. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. These FAA arrival procedures have been in place for over 30 years. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity, including altitudes and direction of flight, with a major emphasis on safety. LAWA will be monitoring the data to determine what changes, if any, may have occurred.
2/11/16	12:04 am	2/10/16	11:00 pm	Inglewood	Loud noise	No unusual activity was observed at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. Your residence is located approximately 1 mile south of the east end of the south runway complex at LAX. The noise you observed may be due to backblast and/or reverse thrust from arriving and departing aircraft. Certain weather/atmospheric conditions may amplify aircraft noise. LAWA does not recommend or endorse any particular products to reduce noise. You may visit our website www.lawa.org and type "Noise Quest" in the search bar to visit a site with information on reducing noise in a house. Once you navigate to this site, type "reducing noise inside a house" in the site search field.
2/11/16	8:24 am	2/10/16	9:32 pm	La Habra Heights	Loud noise	At the reported time, an Airbus 321 on arrival to LAX was observed following the Federal Aviation Administration (FAA)-established standard arrival route from the east. This aircraft flew 2.2 miles north of your residence at an approximate altitude of 6,500'. This aircraft was observed near your area at an altitude consistent with published FAA arrival procedures for LAX. No unusual aircraft activity was observed using available FAA flight track radar data. Certain weather/atmospheric conditions may amplify aircraft noise.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/12/16	3:44 pm	2/12/16	1:15 pm	La Habra Heights	Loud noise	An Embraer E170 was observed following the Federal Aviation Administration (FAA)-established standard arrival route into LAX. This aircraft flew 2.2 miles north of your residence at an approximate altitude of 7,000'. No unusual aircraft activity was observed at the reported time based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
2/12/16	8:08 pm	2/12/16	5:58 am	Culver City	Low flying	At the reported time, a Boeing 747 was observed 0.25 miles north of your residence at an approximate altitude of 4,100' following published Federal Aviation Administration (FAA) westerly operations arrival procedures for LAX. On the reported day, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between midnight and 6:30 a.m. and transitioned LAX air traffic flow to westerly operations, per SoCal TRACON directive. 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 approximately 3.4 miles west of your residence Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they descend heading east to make a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m. the FAA ATC transitions LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. The reported aircraft was observed over your area at a lower altitude than usual for unknown reasons. The FAA may issue altitude and heading instructions at their discretion to accommodate air traffic flow or for aircraft safety. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. These standard FAA arrival procedures have been in place for over 30 years. Please note, airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
2/13/16	12:01 am	2/12/16	11:53 pm	Culver City	Low flying	At the reported time, a Boeing 737 on arrival to LAX was following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route. The reported aircraft flew 0.5 miles north of your residence at an approximate altitude of 5,800'. No unusual activity was observed based on available FAA radar flight track data. Aircraft arriving to LAX from the north are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft may fly over your area as they continue their descent heading east to make a U-turn at or past the 110 freeway for final approach. The reported aircraft was observed over your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for 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 with the major emphasis on safety. *

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/13/16	9:16 am	2/13/15	9:16 am	Santa Cruz	Loud noise	The reported United Airlines Boeing 787 arrived at LAX at 10:00 a.m. on the reported day following published Federal Aviation Administration (FAA) arrival procedures for LAX. This aircraft was observed over the Santa Cruz area at an approximate altitude of 29,000' based on available information. Please note that LAX has no jurisdiction over aircraft in flight. These aircraft are flying on Federal airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitude and direction of flight with the major emphasis on safety. *
2/13/16	9:19 am	2/13/16	8:30 am	Los Angeles	Too frequent	Your residence is located approximately 0.7 miles north of the north runway complex at LAX. The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving, and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. On the reported day at 8:27 a.m., a Boeing 737 executed a pilot-initiated go-around due to weather and was observed 0.69 miles south of your residence at an approximate altitude of 2,000' based on available Federal Aviation Administration (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. In the reported case, the aircraft maintained runway heading and was not observed flying over your community based on available information. 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. 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.
2/13/16	11:42 am	2/13/16	10:39 am	Los Angeles	Loud noise	The Sound Insulation Program for the City of Los Angeles, which is now complete, was limited to those residences within the fixed FAA-approved 65 decibel Community Noise Equivalent Level (CNEL) noise contour. This contour identifies areas with a higher degree of noise impact, wherein residential uses are incompatible. It does not mean that areas outside this contour are not affected by aircraft noise. Single aircraft noise events are often well above 65 dB, but the noise impact area is defined using the CNEL metric which is based on a cumulative annual average. The airport is required to abide by federal requirements regarding which dwellings are eligible for sound insulation. Unfortunately, your residence is not within the sound insulation eligibility noise contour. For further information, please call the Los Angeles World Airport’s Soundproofing office at 424-646-7444 or visit their webpage at: www.lawa.org, select LAX, click on the "Aircraft Noise" icon and follow the "Soundproofing" link.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/13/16	8:42 pm	2/13/16	5:39 am	Culver City	Too frequent	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 weather. 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). Once they reach the SMO VOR at/or above 7,000' per FAA procedure, aircraft continue their descent heading east on the downwind leg to make a U-turn at or past the 110 freeway for final approach, and some may fly over your area at lower altitudes. This published FAA arrival procedure has been in place for over 30 years. During OOO, usually in effect from midnight to 6:30 a.m., your area is subject to LAX arrivals from the south/southeast. These arriving aircraft are vectored northwest by the FAA to the SMO VOR at or above 8,000', and make a U-turn south over the ocean. The frequency of operations is based on FAA established separation standards, and altitude variations in flight are designed to prevent wake turbulence for aircraft in trail. 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.
2/14/16	9:23 am	2/13/16	11:30 pm	El Segundo	Loud noise	Your residence is located 0.7 miles south of the west end of the south runway complex and may be subject to frequent backblast noise from departing aircraft. The Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations between midnight and 6:30 a.m. due to weather. Therefore, aircraft continued to take off westbound towards the ocean. There is no operational curfew at LAX, as the airport is open to the public 24 hours a day, 7 days a week. However, maintenance engine run-ups are prohibited between the hours of 11:00 p.m. and 6:00 a.m. daily. Certain weather/atmospheric conditions may amplify aircraft noise.
2/14/16	11:44 am	2/14/16	9:55 am	La Habra Heights	Loud noise	At the reported time, a Boeing 737 on arrival to LAX was observed following the Federal Aviation Administration (FAA)-established standard arrival route. Aircraft flew 2.2 miles north of your residence at an approximate altitude of 6,300'. No unusual activity was observed based on available FAA radar flight track data. Certain weather/atmospheric conditions may amplify aircraft noise.
2/15/16	9:16 am	2/15/16	7:08 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 737 departed LAX from runway 24L. Your residence is located approximately 0.8 miles northeast of the north runway complex at LAX. The loud noise you observed may be attributed to departure backblast noise resulting from engines at full power for takeoff. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/15/16	9:19 am	2/15/16	7:14 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, an Airbus 320 on final approach to land at LAX on runway 24R was observed 0.36 miles south of your residence. Your residence is located approximately 0.8 miles northeast of the north runway complex at LAX. The noise you observed may be attributed to arrival reverse engine thrust used to safely slow the aircraft upon touchdown. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.
2/15/16	9:25 am	2/15/16	7:16 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 737 on final approach to land at LAX on runway 24R was observed 0.36 miles south of your residence. Your residence is located approximately 0.8 miles northeast of the north runway complex at LAX. The loud noise you observed may be attributed to arrival reverse engine thrust used to safely slow the aircraft upon touchdown. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.
2/15/16	9:29 am	2/15/16	7:15 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. At the reported time, a Boeing 717 departed LAX from runway 24L. The loud noise you observed may be attributed to a combination of departure backblast resulting from engines at full power for takeoff and arrival reverse engine thrust used to safely slow the aircraft upon touchdown. Your residence is located approximately 0.8 miles northeast of the north runway complex at LAX therefore you may continue to observe this aircraft noise on an ongoing basis. Certain atmospheric/weather conditions, such as temperature inversions, may amplify the aircraft noise and cause it to travel further into the adjacent communities.
2/15/16	4:49 pm	2/15/16	4:35 pm	Los Angeles	Loud noise	At the reported time, there were no unusual aircraft operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 4:36 p.m., a Boeing 737 departed from runway 24L followed by a Boeing 737 arrival on runway 24R. The noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/15/16	8:26 pm	2/15/16	7:15 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed 0.37 miles south of your residence at an approximate altitude of 7,600' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the north and west are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located west of your residence at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach 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 standard published FAA arrival procedure has been in place for over 30 years. Airports do not have jurisdiction over airline flight schedules or how frequently the FAA Air Traffic Control will sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain atmospheric/weather conditions, such as temperature inversions, may amplify aircraft noise and make it seem louder than usual.
2/15/16	8:40 pm	2/15/16	7:26 pm	Los Angeles	Low flying	At 7:25 p.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.2 miles south of your residence at an approximate altitude of 6,800' based on available Federal Aviation Administration (FAA) radar flight track data. Aircraft arriving to LAX from the 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 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. Based on FAA radar flight track data, we do not observe any changes in flight activity over your area as of the date you contacted us, other than expected incremental increases in operations since a record low in 2009. The FAA Southern California (SoCal) Metroplex flight procedures have not yet been implemented as the Environmental Assessment (EA) is not yet final. The proposed FAA SoCal Metroplex project, when implemented, will result in changes as to where and how aircraft fly and may affect your area. If the FAA were to issue the Final EA and move ahead with the SoCal Metroplex project, changes to aircraft flight procedures would not be anticipated until late 2016. You may find more information at www.lawa.org by typing FAA Metroplex in the search bar. For concerns about local air quality, please contact the South Coast Air Quality Management District (AQMD) or California Air Resources Board (CARB). For concerns about aircraft emissions, please contact the U.S. Environmental Protection Agency Office of Transportation and Air Quality.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/17/16	4:41 am	1/17/16	4:03 am	Culver City	Ground noise	On February 17th, at 3:39 a.m., a Lockheed C-5 military aircraft departed from runway 24L. At 4:01 a.m. on the same morning, another Lockheed C-5 military transport aircraft departed LAX from runway 24L. The loud noise you observed may be attributed to departure backblast resulting from engines at full power for takeoff. There were no unusual aircraft operations observed at 4:23 a.m. based on Federal Aviation Administration (FAA) radar flight track data. 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.
2/17/16	9:30 am	2/17/16	9:23 am	Culver City	Low flying	There were no unusual aircraft operations observed over your area at the reported time, based on available Federal Aviation Administration (FAA) radar flight track data. 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 they reach the SMO VOR, some 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 activity. This includes altitude and direction of flight with the major emphasis on safety.
2/17/16	9:47 am	2/15/15	1:30 pm	Culver City	Overflight	Your residence is located 0.5 miles south of the downwind leg for the Federal Aviation Administration (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 west of your residence at Santa Monica Airport. Once they reach the VOR, aircraft may fly over a wide area as they descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area. This published FAA arrival procedure has been in existence 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. The frequency of operations is based on FAA separation standards. Certain weather/atmospheric conditions may amplify aircraft noise. Los Angeles World Airports (LAWA) is currently conducting an analysis of the north downwind arrivals to LAX to determine what changes, if any, may have occurred. 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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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/17/16	7:16 pm	2/17/16	5:12 pm	El Segundo	Overflight	At the reported time, a Boeing 777 was observed over your area at an approximate altitude of 1,200' based on available Federal aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to prior departure traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, aircraft may be turned over communities by the FAA ATC to maintain separation from other aircraft and to return to the arrival pattern. This type of operation will happen from time to time. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.
2/17/16	11:31 pm	2/17/16	10:27 pm	Redondo Beach	Overflight	The reported aircraft, a United Airlines Boeing 757 arriving to LAX from the east, was observed 0.6 miles northwest of your residence at an approximate altitude of 8,100' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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. Under normal Westerly Operations aircraft arriving to LAX fly the final approach straight in facing west; however, during Easterly Operations they have to divert to widen the pattern at higher altitude to fly over the ocean for final entry facing east while allowing the departing aircraft the necessary airspace to gain flight level altitudes that are within safety standards for continuous air traffic flow. 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. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	12:08 am	2/17/16	11:04 pm	Palos Verdes Estates	Loud noise	The reported aircraft, an Airbus 320 LAX departure was observed 1 mile northwest of your residence at an approximate altitude of 9,900' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type "aircraft traffic flow" in the search bar.
2/18/16	12:25 am	2/17/16	11:18 pm	Carson	Too frequent	At the reported time, a Boeing 787 LAX departure was observed 1.6 miles west of your residence at an approximate altitude of 4,700' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	2:43 am	2/18/16	1:39 am	Redondo Beach	Loud noise	At the reported time, an Airbus 380 LAX departure was observed 0.4 miles southeast of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
2/18/16	3:57 am	2/18/16	3:51 am	Inglewood	Overflight	At the reported time, a Boeing 747 LAX departure was observed 0.75 miles south of your residence at an approximate altitude of 2,600' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 departing LAX may fly near your area. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	4:31 am	2/17/16	11:59 pm	Redondo Beach	Low flying	At the reported time, a Boeing 777 LAX departure was observed 1.5 miles northwest of your residence at an approximate altitude of 5,600' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual.
2/18/16	4:33 am	2/18/16	12:02 am	Redondo Beach	Low flying	At the reported time, a Boeing 777 LAX departure was observed 1 mile northwest of your residence at an approximate altitude of 5,900' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	5:15 am	2/18/16	5:09 am	Culver City	Ground noise	The reported aircraft, a McDonnell Douglas MD11 departed eastbound from runway 07L and was observed 3.8 miles south of your residence at an approximate altitude of 1,100' based on available Federal Aviation Administration (FAA) radar flight track data. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual
2/18/16	6:17 am	2/18/16	6:00 am	Los Angeles	Overflight	The loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual. The FAA Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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. 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.
2/18/16	7:24 am	2/17/16	10:21 pm	Palos Verdes Peninsula	Loud noise	On the reported day, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning on 2/18/2016. 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 near your residence. Historically, Easterly Operations are in effect less than 5% of the time, annually. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	12:05 pm	2/18/16	11:00 am	La Habra Heights	Loud noise	At the reported time an Airbus A319 following the FAA established standard arrival route to LAX was observed 2.2 miles north of your residence at an approximate altitude of 6,300'. At the same time a General Aviation Cessna C172 was flying northbound from Fullerton to Van Nuys 2.3 miles west of your residence at an approximate altitude of 2,700'. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain weather/atmospheric conditions may amplify aircraft noise. *
2/18/16	4:00 pm	2/17/16	11:00 pm	Los Angeles	Loud noise	Due to weather conditions, the Federal Aviation Administration (FAA) Air Traffic Control (ATC) transitioned LAX air traffic flow to Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 a.m. the next morning of 2/18/2016. At the reported time an Embraer E170 departed from runway 07L and flew 0.7 miles west of your residence at an approximate altitude of 2,900'. Under normal Westerly Operations aircraft depart towards the ocean straight out; however, during Easterly Operations they take off over land. Historically, Easterly Operations are in effect less than 5% of the time, annually. Certain weather/atmospheric conditions may amplify aircraft noise.
2/18/16	7:49 pm	2/18/16	7:38 pm	Los Angeles	Loud noise	At the reported time, a Boeing 737 was observed following the downwind leg of the Federal Aviation Administration (FAA)-established standard arrival route to LAX. This aircraft flew 0.5 miles north of your residence at an approximate altitude of 7,300'. 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 west of your residence at Santa Monica Airport (SMO). Once they reach the SMO VOR at/or above 7,000', aircraft continue 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 at altitudes below 7,000'. This standard arrival procedure has been in existence for many years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates 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.
2/18/16	7:50 pm	2/18/16	7:49 pm	Los Angeles	Loud noise	At the reported time, a Boeing 747 on arrival to LAX executed a Track Cross Over approach and flew 0.6 miles south of your residence at an approximate altitude of 7,200' based on available Federal Aviation Administration (FAA) radar flight track data. This is an FAA-established procedure used to sequence aircraft arriving from the north over to the south runway complex. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. Certain weather/atmospheric conditions may amplify aircraft noise.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/18/16	10:46 pm	2/17/16	1:00 am	Inglewood	Low flying	On the reported day, 02/17/2016, between midnight and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and maintained LAX air traffic flow in Westerly Operations due to a runway closure. During the same day, the FAA ATC transitioned LAX air traffic flow to the Easterly Operations starting at 8:30 p.m. on 2/17/2016 until 5:25 AM the next morning on 2/18/2016 due to weather. 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. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Certain atmospheric/weather conditions may amplify aircraft noise and make it seem louder than usual
2/19/16	2:22 pm	2/19/16	9:11 am	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed 0.5 miles south of your residence at an approximate altitude of 2,500' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed an FAA-initiated go-around due to previous arrival traffic on the runway. A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/19/16	3:37 pm	2/19/16	2:01 pm	Los Angeles	Loud noise	At the reported time, an Airbus 330 was observed 0.6 miles south of your residence at an approximate altitude of 1,400' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high, too fast). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. 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.
2/21/16	4:00 am	2/18/16	11:41 pm	Culver City	Loud noise	At the reported time, a Boeing 767 on arrival to LAX was observed 1 mile southwest of your residence at an approximate altitude of 7,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was conducting the "Track Cross-Over" procedure to transition from the north approach to arrive on the south complex. On occasion, the FAA Air Traffic Control (ATC) will sequence aircraft to the opposite complex (the south complex in this case) to accommodate and expedite air traffic. This type of operation will happen from time to time and may increase as the number of aircraft operations increases at LAX. At times, the FAA ATC may instruct aircraft to lower altitudes for airspace efficiency and it is at their sole discretion to assign altitudes and headings. LAX does not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes altitude and direction of flight with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/22/16	8:34 am	2/22/16	8:20 am	Compton	Loud noise	On the reported day, between 4:34 a.m. and 6:30 a.m., the Federal Aviation Administration (FAA) Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) and transitioned LAX air traffic flow to Westerly Operations due to weather (low visibility). During Westerly Operations, usually in effect from 6:30 a.m. to midnight, aircraft arriving to LAX from the south and east fly approximately 2.9 miles north of your residence at average altitudes above 2,500'. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic flow to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure due to weather to ensure aircraft safety. Airports do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.
2/22/16	5:11 pm	2/22/16	4:12 pm	El Segundo	Low flying	At the reported time, an unknown helicopter was observed 0.25 miles east of your residence at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter was not associated with LAX operations. Most helicopter operations are based at airports other than LAX. Most General Aviation (GA) aircraft, including small planes and helicopters, operating under Visual Flight Rules (VFR) do not file a flight plan and their flight information may not be displayed in our flight tracking system (ANOMS). GA aircraft may fly at their discretion following FAA regulations. You may also submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. 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.
2/22/16	6:16 pm	2/22/16	4:45 pm	El Segundo	Low flying	At the reported time, an unknown helicopter was observed 0.4 miles east of your residence at an approximate altitude of 800' based on available Federal Aviation Administration (FAA) radar flight track data. This helicopter departed from Hawthorne Municipal Airport (HHR) and was not associated with LAX operations. For more information, please contact HHR at 310-349-1635, or you may submit helicopter noise complaints to the Los Angeles Helicopter Noise Initiative's Automated Complaint System at www.heli-noise-la.com. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight, with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/23/16	3:20 am	2/22/16	11:05 pm	Culver City	Loud noise	At the reported time, an Airbus 330 was observed following the Federal Aviation Administration (FAA)-established downwind leg of the standard arrival route to LAX. This aircraft flew 1.6 miles north of your residence at an approximate altitude of 6,400'. 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 near your area at altitudes below 7,000'. This standard arrival procedure has been in existence for over 30 years. Airports do not have jurisdiction over aircraft in flight. These aircraft are flying on Federal Airways established by the FAA. The FAA has ultimate authority over aircraft flight patterns and regulates 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.
2/23/16	4:20 am	2/23/16	4:17 am	Culver City	Loud noise	At the reported time, there were no unusual aircraft operations observed over your area based on available Federal Aviation Administration (FAA) radar flight track data. At 4:03 a.m., a Boeing 767 on arrival to LAX was observed 1 mile south of your residence at an approximate altitude of 8,300' following Over Ocean Operations (OOO) arrival procedures for LAX. Usually, between midnight and 6:30 a.m., the FAA Air Traffic Control transition LAX air traffic flow to OOO wherein aircraft arriving to LAX from the east 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 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. These aircraft may fly over your area at altitudes above 8,000'. The reported aircraft was observed near your area at an altitude consistent with this procedure. 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.
2/23/16	5:58 pm	2/23/16	7:56 am	Los Angeles	Loud noise	On the reported morning, at 4:07 a.m. a Boeing 767 arrived at LAX on runway 6L followed by another Boeing 767 at 4:12 a.m. The loud noise you observed may be attributed to arrival reverse engine thrust used to safely slow the aircraft upon touchdown. Your residence is located approximately 0.28 miles north of runway 6L/24R on the north runway complex at LAX. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/23/16	10:47 pm	2/22/16	11:32 pm	Hermosa Beach	Overflight	On the reported day, a Boeing 777 departed to the east and was observed over your area at 11:34 p.m. 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. An offshore flow sometimes develops along the coast at night when the temperature of the ocean is warmer than over the land. The pilots/air carriers determine what level of tail wind is tolerable for each airport. 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.
2/24/16	1:05 am	2/24/16	12:50 am	Culver City	Ground noise	The two reported aircraft, an Asiana Airlines Boeing 777 and an Air China Boeing 777, departed from runway 25R at 12:47 and 12:49 a.m., respectively, 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. Certain atmospheric/weather conditions may amplify aircraft noise making it sound louder than usual.
2/24/16	5:12 am	2/24/16	5:11 am	Culver City	Loud noise	At the reported time, LAX air traffic was operating under the Over Ocean Operations (OOO) arrival pattern, per the Federal Aviation Administration (FAA). No specific aircraft operation was observed over your area at the reported time based on available FAA flight track radar data. At 4:47 a.m., an MD11 was observed 1 mile south of your residence at an approximate altitude of 8,400' based on available FAA radar flight track data. During OOO, usually in effect between midnight and 6:30 a.m., aircraft arriving to LAX from the east are vectored by the FAA to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), at or above 8,000' MSL and then make a U-turn over the ocean to arrive at LAX. This aircraft was observed near your area at an altitude consistent with this procedure. This published FAA arrival procedure for LAX has been in place for over 30 years. 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.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/25/16	1:10 pm	2/25/16	8:04 am	Culver City	Low flying	At the reported time, an Airbus 380 on arrival to LAX was observed 0.37 miles north of your residence at an approximate altitude of 4,200' based on available Federal Aviation Administration (FAA) radar flight track data. At 8:02 a.m., this aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain an altitude of 3,000' MSL. 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow, due to weather and for aircraft safety. 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.
2/25/16	6:49 pm	2/25/16	8:04 am	Culver City	Loud noise	At the reported time, an Airbus 380 on arrival to LAX was observed 1.5 miles north of your residence at an approximate altitude of 4,200' based on available Federal Aviation Administration (FAA) radar flight track data. At 8:02 a.m., this aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain 3,000' for unknown reasons. 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow, due to weather and for aircraft safety. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/26/16	2:46 am	2/26/16	1:19 am	Culver City	Loud noise	At the reported time, a Boeing 747 was observed 1.5 miles north of your residence at an approximate altitude of 6,900' 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 due to runway closure. Westerly Operations is the normal traffic pattern used at LAX during the daytime (6:30 a.m. to midnight) when aircraft arrive and depart facing west due to prevailing westerly winds. During Westerly Operations, aircraft arriving to LAX from the north 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. Once they reach the SMO VOR, aircraft may fly east over a wide area before making a U-turn at or past the 110 freeway for final approach. Usually, between midnight and 6:30 a.m., the FAA transitions LAX air traffic to OOO whenever possible to minimize aircraft noise in the nearby residential areas directly east of the airport. During OOO aircraft arriving to LAX from the east are vectored by the FAA to the SMO VOR at or above 8,000' MSL and proceed westbound over the ocean where they make a U-turn to land at LAX. OOO is a noise abatement operational procedure implemented by the FAA ATC when weather conditions allow and navigation equipment are within acceptable range. The exact time of the transition to OOO may vary due to traffic volume or other conditions and the FAA may deviate from this procedure to ensure aircraft safety. 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.
2/26/16	3:04 am	2/25/16	4:00 am	Los Angeles	Loud noise	There were no unusual aircraft operations observed over your area at the reported time. At 4:10 a.m., a Boeing 777 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 8,000' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft was following published Over Ocean Operations (OOO) arrival procedures for LAX and was observed near your area at an altitude consistent with this procedure. Your residence is located approximately 1 mile north of the east end of the north runway complex at LAX. You may also experience loud noise that 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 may amplify aircraft noise and make it seem louder than usual. 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/26/16	9:11 am	2/26/16	7:27 am	Los Angeles	Go-around	At the reported time, a Boeing 737 was observed 0.5 miles south of your residence at an approximate altitude of 1,700' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high, too fast). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. 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.
2/26/16	1:47 pm	2/25/16	8:03 am	Culver City	Low flying	At 8:04 a.m. on the reported day, an Airbus 380 on arrival to LAX was observed 0.4 miles north of your residence at an approximate altitude of 4,300' based on available Federal Aviation Administration (FAA) radar flight track data. At 8:02 a.m., this aircraft was instructed by the FAA Air Traffic Control (ATC) to descend and maintain an altitude of 3,000' MSL. 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 continue to descend heading east to make a U-turn at or past the 110 freeway for final approach and some may fly over your area at altitudes below 7,000'. The FAA ATC may issue altitude and heading instructions at their discretion to accommodate air traffic flow, due to weather and for aircraft safety. Airports have no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety.

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** Disturbance is as reported by complainant.

Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/26/16	2:46 pm	2/26/16	1:33 pm	Los Angeles	Loud noise	At the reported time, a Boeing 777 was observed 0.6 miles south of your residence at an approximate altitude of 1,900' based on available Federal Aviation Administration (FAA) radar flight track data. This aircraft executed a pilot-initiated go-around due to aircraft configuration (too high, too fast). A go-around is a procedure used for arrival aircraft when the pilot or the FAA Air Traffic Control (ATC) determines that landing the aircraft may not be safe due to traffic on the runway, aircraft configuration, excessive cross-winds or other factors, and that it must circle around to make another attempt at landing. When this occurs, the FAA ATC may instruct aircraft to go-around and some may fly over your area as they return to the arrival pattern to attempt another landing. This type of operation will happen from time to time. In the reported case, the aircraft maintained runway heading and was not observed flying over your community. 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.
2/27/16	12:26 am	2/26/16	11:04 pm	Gardena	Engine run-up	There were no LAX operations observed over your residence at the reported time based on available Federal Aviation Administration (FAA) radar flight track data. It is possible that the loud noise you observed may be attributed to ground operations when aircraft are taxiing, arriving and departing the airport, including the combination of departure backblast noise and arrival reverse engine thrust. Certain atmospheric/weather conditions, such as temperature inversions or windy days, may amplify the aircraft noise and cause it to travel further into the adjacent communities. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.
2/27/16	3:24 pm	2/27/16	2:14 pm	Los Angeles	Low flying	Your residence is located under the arrival route for aircraft arriving to LAX following the extended downwind leg of the standard arrival route. The Federal Aviation Administration (FAA) sometimes instructs aircraft to make a U-turn back to LAX at a point further east due to weather/traffic. When this occurs, aircraft may fly over your area. LAX has no jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities with the major emphasis on safety. The volume of operations at LAX has been increasing slowly since a record low in 2009, so compared to the past few years there may be more frequent operations. To view a graphical depiction of aircraft traffic flow at LAX, please visit www.lawa.org and type “aircraft traffic flow” in the search bar.

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Contact Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/27/16	5:19 pm	2/26/16	2:03 pm	Santa Monica	Overflight	The reported aircraft, a SkyWest regional jet on arrival to LAX was observed 1.3 miles south 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 fly to the Santa Monica VOR, a fixed navigational point located at Santa Monica Airport (SMO), 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. The reported aircraft was observed near your area at an altitude consistent with this published FAA arrival procedure for LAX. 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. 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. LAWA will be monitoring the data to determine what changes, if any, may have occurred. 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.
2/28/16	5:04 pm	2/28/16	5:00 am	Los Angeles	Loud noise	At 5:01 a.m. on the reported day, a Boeing 737 on arrival to LAX was observed 0.6 miles north of your residence at an approximate altitude of 7,100' based on available Federal Aviation Administration (FAA) radar flight track data. On the reported morning, the FAA Air Traffic Control (ATC) deviated from Over Ocean Operations (OOO) between 4:31 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, a fixed navigational point located at Santa Monica Airport (SMO), at or above 7,000' MSL. Once they reach the SMO VOR, aircraft descend flying east over a wide area before making a U-turn at the 110 freeway for final approach and some may fly over your area at altitudes below 7,000'. 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. During OOO, aircraft may fly over your residence 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 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 Date	Contact Time	Disturbance Date	Disturbance Time	City	Disturbance**	Findings
2/29/16	6:32 am	2/29/16	2:20 am	Los Angeles	Loud noise	At the reported time, a Boeing 747 arrived at LAX on runway 6L. Your residence is located 0.3 miles north of the north runway complex at LAX. The loud noise you observed may be attributed to arrival reverse engine thrust used to safely slow aircraft upon touchdown. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual. 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.
2/29/16	10:31 pm	2/29/16	10:17 pm	Manhattan Beach	Engine run-up	During the reported time period, we could not confirm an engine run-up and were unable to identify any unusual operations based on available Federal Aviation Administration (FAA) radar flight track data. Please note, engine run-ups are allowed between the hours of 6:00 a.m. and 11:00 p.m. daily. There were several days of low visibility and fog during that period. Certain atmospheric/weather conditions, such as temperature inversions or fog, may amplify aircraft noise and make it seem louder than usual. The noise you experienced may be the result of departure and arrival operations during deviations from Over Ocean Operations (OOO) due to weather which occurred on 2/28/16 between 4:31 a.m. and 6:30 a.m. and on 2/29/16 between 3:01 a.m. and 6:30 a.m. 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. 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.

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