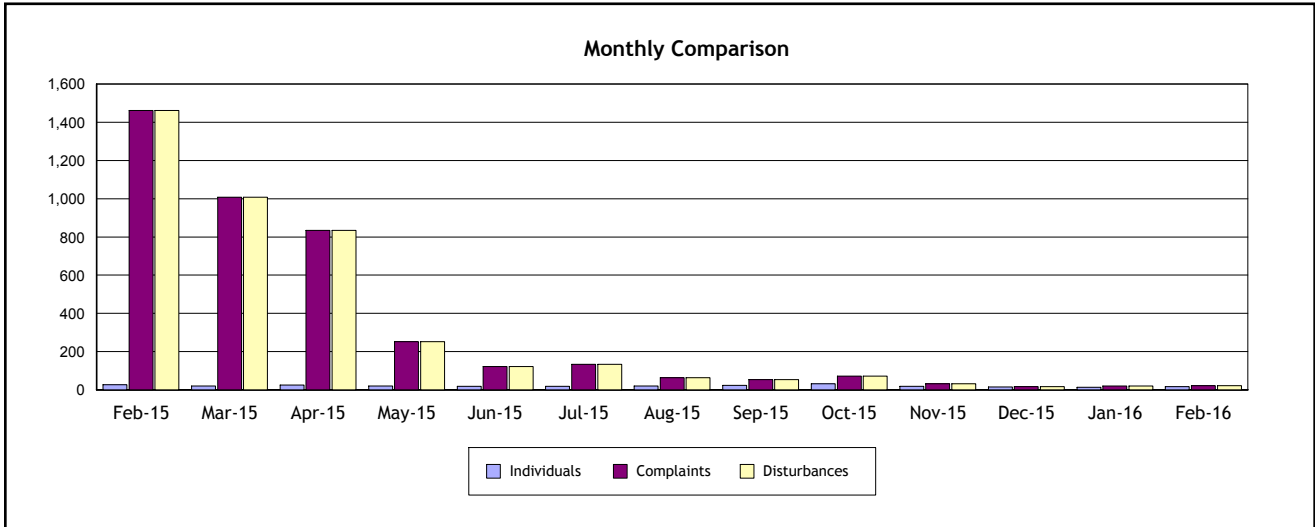


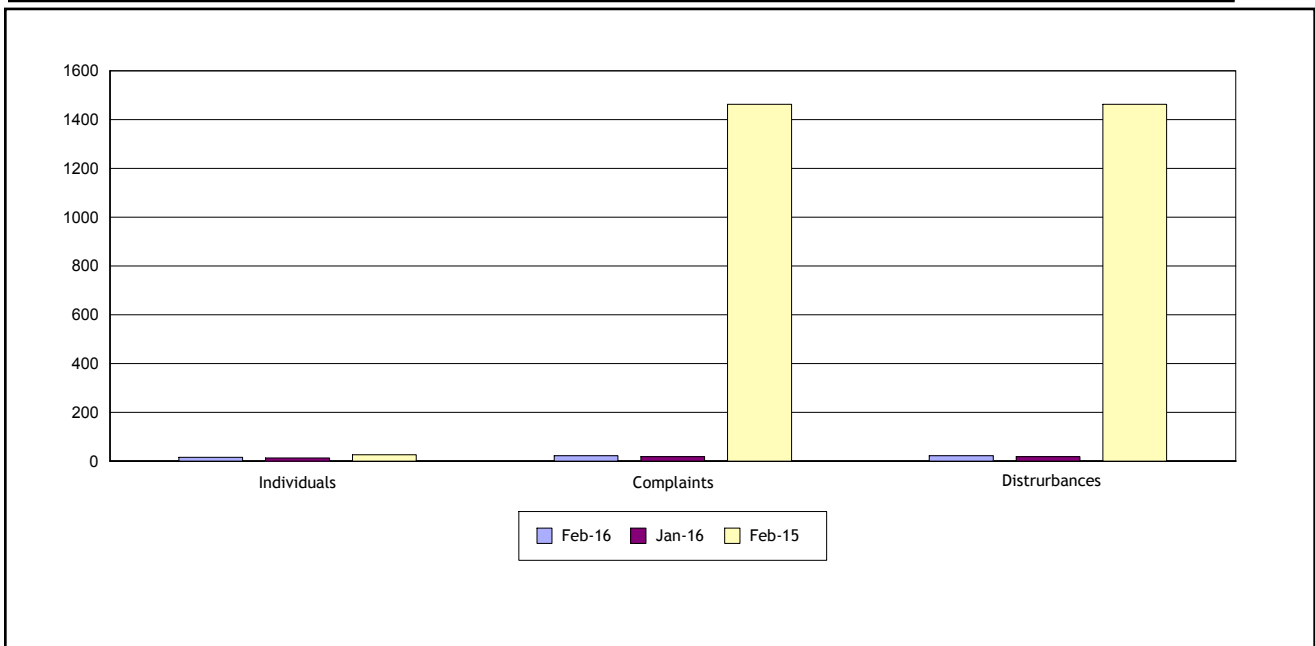
**Individuals Submitting Noise Complaints** **16**

**Noise Complaints Received** **22**

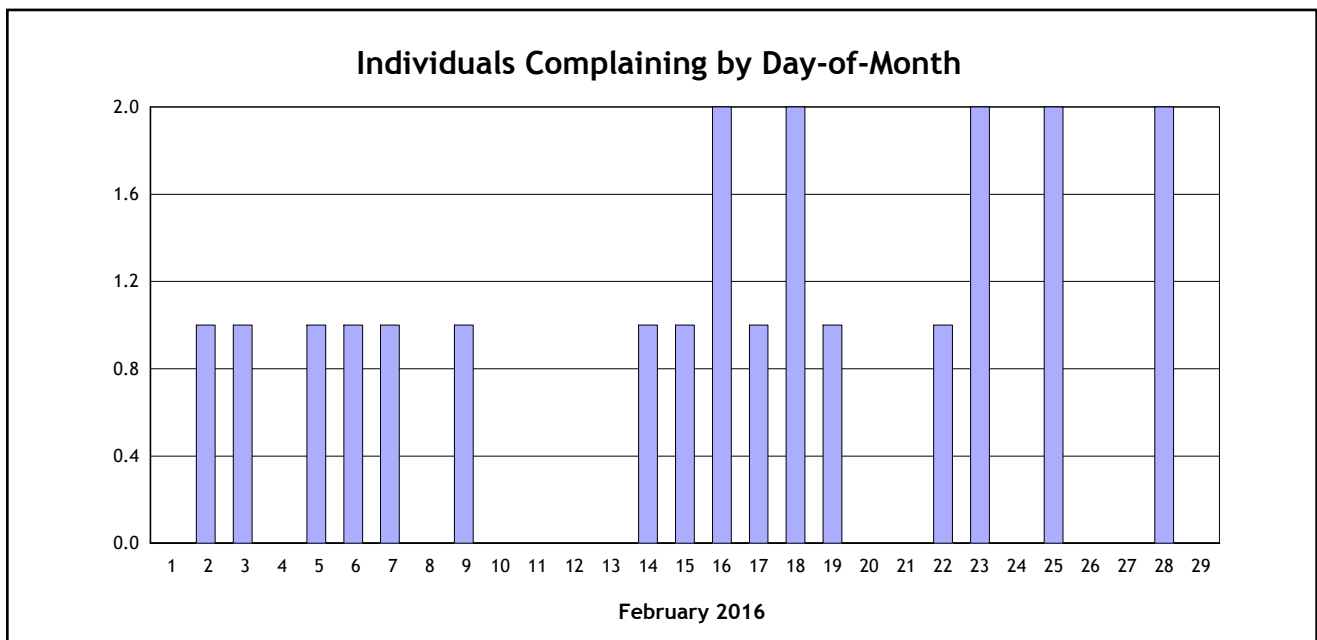
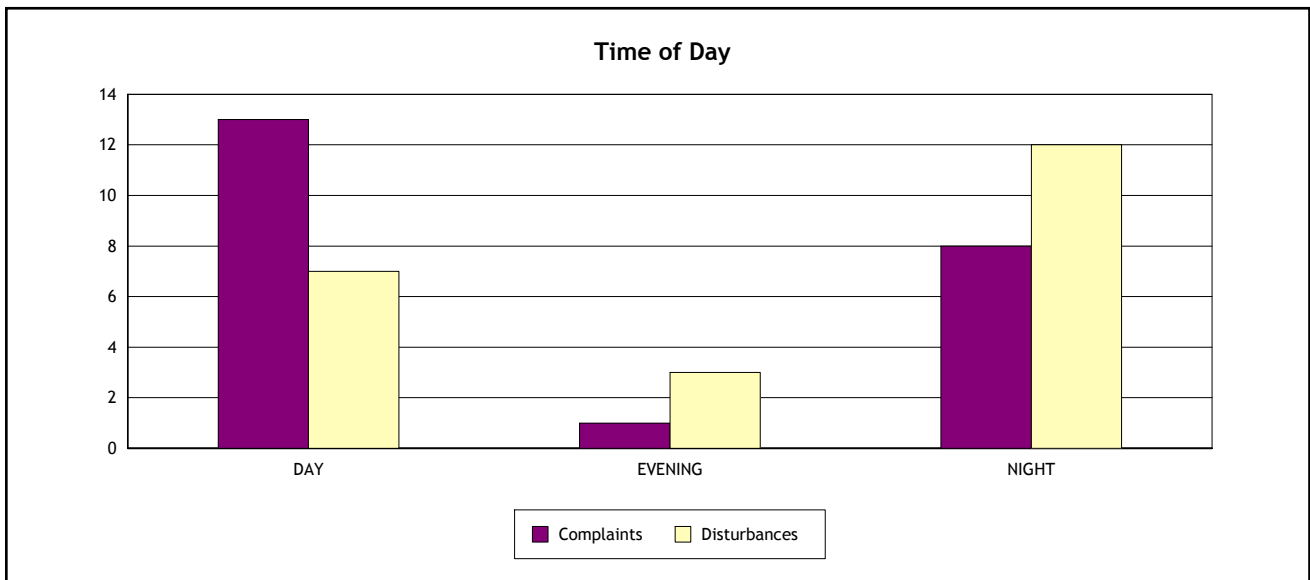
**Noise Disturbances Reported** **22**












	February 2016	January 2016	% Change	February 2015	% Change
<b>Individuals</b>	16	13	23%	26	-38%
<b>Complaints</b>	22	19	16%	1,462	-98%
<b>Disturbances</b>	22	19	16%	1,462	-98%



	Day ( 7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Complaints	13	1	8
Disturbances	7	3	12



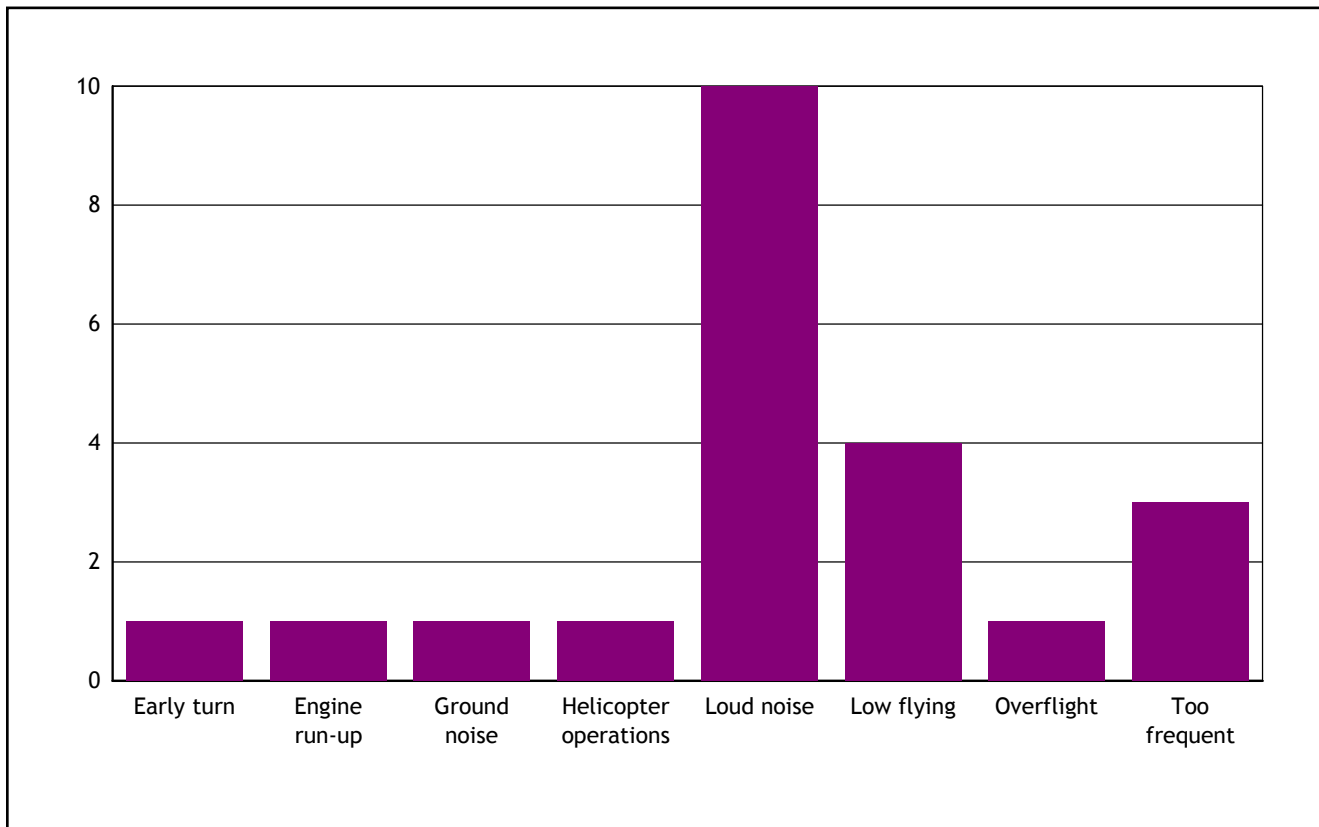
City	Individuals	Complaints	Percentage of Complaints**
El Segundo	1	1	5% 
Encino	7	11	50% 
Lake Balboa	2	2	9% 
Los Angeles	1	1	5% 
Sherman Oaks	2	2	9% 
Van Nuys	2	2	9% 
Anonymous	NA	3	14% 
<b>TOTAL</b>	<b>15</b>	<b>22</b>	0 10 20 30 40 50 60 70 80 90 100

Individuals	Complaints	Percentage of Complaints**
Individuals Reporting 2 To 5 Complaints	8	36% 
Individuals Reporting One Complaint	14	64% 
<b>TOTAL</b>	<b>Individuals : 15</b>	<b>22</b>
		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.

<i>Type of Disturbance*</i>	<i>Number of Complaints</i>
Early turn	1
Engine run-up	1
Ground noise	1
Helicopter operations	1
Loud noise	10
Low flying	4
Overflight	1
Too frequent	3
<b>TOTAL</b>	<b>22</b>



Note: \* As reported by complainant.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
2/03/2016	1:19 am	2/03/2016	1:00 am	Lake Balboa	Loud noise	The aircraft you reported on Wednesday, February 3, 2016 at 0100 was a Cessna Citation C750 that arrived at VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The arrival was consistent with normal VNY Northerly Operations. Additionally, your residence is in close proximity to VNY and is subject to numerous departures under normal operating conditions and to numerous arrivals under Northerly Operations whereby aircraft are directed by the FAA to land and depart into the wind from the north to maximize aircraft safety and performance requirements. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
2/05/2016	11:06 pm	2/05/2016	9:23 pm	Encino	Low flying	The jet airplane you reported on Friday, February 5, 2016 at 2123 was a Gulfstream G-V that arrived at VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew south, turned over your neighborhood at approximately 1,420 feet Mean Sea Level (MSL) and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
2/06/2016	1:39 pm	2/06/2016	2:00 am	Encino	Too frequent	The jet airplane you reported on Saturday, February 6, 2016 at 0200 was a Gulfstream G-V that arrived at VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This arrival was from the south

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

\*\* Disturbance is as reported by complainant.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
2/16/2016	6:10 am	2/16/2016	5:40 am	Van Nuys	Loud noise	<p>and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival procedures. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.</p> <p>The jet aircraft you reported on Tuesday, February 16, 2016 between 0540 and 0608 were departures to the north on runway 34L that were under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). .Whenever northerly winds occur; all aircraft departures and arrivals are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. The aircraft back-blast produced upon departure was responsible for the reported noise. Local weather and atmospheric conditions can have an effect on the aircraft noise that reaches the adjacent communities. Under poor weather conditions, departure back-blast and arrival reverse-thrust noise can sometimes travel further since the sounds associated with aircraft operations are amplified. The aforementioned aircraft were all Stage 3 or Stage 4 certified by the FAA and listed in FAA Advisory Circular 36-3 on the FAA website at <a href="http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC36-3H%20Chg%201.pdf">http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC36-3H%20Chg%201.pdf</a>.</p> <p>The aircraft exemptions can be found in VNY Curfew Ordinances. Please see the VNY Ordinances at <a href="http://www.lawa.org/uploadedfiles/VNY/pdf/Van%20Nuys%20-%20Complete%20Curfew%20Ordinance%20(revised).pdf">http://www.lawa.org/uploadedfiles/VNY/pdf/Van%20Nuys%20-%20Complete%20Curfew%20Ordinance%20(revised).pdf</a></p> <p>Lastly, airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009.</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
2/16/2016	10:21 pm	2/16/2016	3:00 am	Lake Balboa	Engine run-up	<p>The airplane noise you reported on Tuesday, February 16, 2016 at 0300 was a Stage 3 Gulfstream G-IV that departed from VNY under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations.</p> <p>The ground noise and/or aircraft run-up for maintenance you reported could not be identified but may be related to the use of Auxiliary Power Units (APU). Personnel working on aircraft use the APUs as a power source in preparation for all aspects of the flight, including preflight checks and making the necessary mechanical adjustments. Note that engine maintenance restrictions (“run ups”) exist between the hours from 19:00 until 07:00 the following morning. VNY has an Airfield Superintendent on duty during the restricted hours to immediately investigate and enforce any run-up complaints. If you suspect an engine run-up in the future, please call the Duty Superintendent at Airport Operations at (818) 442-6506 for immediate attention. Please use the number judiciously as it is not a complaint line. To file a noise complaint, please use the online form on WebTrak at: <a href="http://webtrak5.bksv.com/vny">http://webtrak5.bksv.com/vny</a> or call the Community Response Line (CRL) at 800-560-0010.</p> <p>For more information on the VNY Noise Abatement and Curfew regulations, please click on “Noise Abatement and Curfew Regulation” under “Documents” at <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">http://www.lawa.org/welcome_VNY.aspx?id=1034</a> .</p>
2/17/2016	6:32 am	2/17/2016	3:52 am	Encino	Loud noise	<p>The aircraft noise you reported on Wednesday, February 17, 2016 at 0352 was associated with a Stage 3 Learjet 55 departure. The departure was under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations.</p>
2/17/2016	7:28 am	2/17/2016	6:06 am	Encino	Loud noise	<p>The jet airplane you reported on Wednesday, February 17, 2016 at 0606 was a Stage 4 Global 5000 that departed from VNY under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations. This aircraft is exempted from the City Curfew Ordinances. You may view the Ordinances on line by clicking on “Noise Abatement and Curfew Regulation” under “Documents” at <a href="http://www.lawa.org/welcome_VNY.aspx?id=1034">http://www.lawa.org/welcome_VNY.aspx?id=1034</a>.</p>
2/18/2016	12:09 pm	2/18/2016	12:09 pm	Sherman Oaks	Too frequent	<p>The aircraft you reported on Thursday, February 18, 2016 at 1209 were mostly departures from VNY runway16R. The departures were under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) and was consistent</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						with normal VNY departure operations. Please note that the location of your residence and surrounding community is subject to numerous aircraft transiting to and from the many Southern California airports, including VNY. It is not uncommon for aircraft departing VNY to overfly your community for destinations to the south, the north or the east. In addition, the volume of jet operations at VNY has been increasing slightly with the improving economy since reaching a low in 2009, so compared to the past few years there may be more frequent jet departures over your community. Airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA SoCal ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Further information regarding aviation issues is available by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009. That stated, VNY is currently studying this issue.
2/22/2016	6:50 pm	2/22/2016	6:41 pm	Van Nuys	Low flying	The jet airplane you reported on Monday, February 22, 2016 at 1841 was an Embraer Legacy 600 (E135) that arrived at VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew south, turned over your neighborhood and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
2/23/2016	5:29 pm	2/23/2016	6:00 am	Encino	Loud noise	The aircraft you reported on Tuesday, February 23, 2016 at 0600 was a Beechcraft King Air C90 (BE9) twin-turboprop that arrived at VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew south, turned over your neighborhood and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally

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\*\* Disturbance is as reported by complainant.



Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						utilized. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.
2/23/2016	9:35 pm	2/23/2016	6:21 pm	Encino	Ground noise	<p>The aircraft noise you reported on Tuesday, February 23, 2016 at 1821 was a Bombardier Global 5000 that arrived at VNY under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). This arrival flew south, turned over your neighborhood and landed on runway 34L. The arrival to 34L was consistent with normal VNY northerly arrival operations. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety.</p>
2/25/2016	6:50 pm	2/25/2016	5:06 pm	Encino	Loud noise	<p>The jet airplane you reported on Thursday, February 25, 2016 at 1706 was a Gulfstream G-IV that departed from VNY runway 16R under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The departure was consistent with normal VNY departure operations.</p> <p>Please note that airports do not have jurisdiction on aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety.</p>

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